

# MID-WEEK PICTORIAL

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VOL. XL, NO. 5  
SEPTEMBER  
15, 1934  
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THE CHALLENGER:  
ENDEAVOUR,

With Mr. and Mrs. T. O. M.  
Sopwith at the Wheel.  
(Morris Rosenfeld)

Special Yachting Section—11 Pages in This Issue



# THE AMERICA'S CUP: SUPREME YACHTING TROPHY



THE TROPHY IN WHOSE PURSUIT AND DEFENSE MILLIONS OF DOLLARS HAVE BEEN SPENT: THE AMERICA'S CUP, Costing About \$500 and Originally the Cup of the Royal Yacht Squadron Regatta, Now the Most Treasured Emblem of International Competition in the World of Sports.  
(International.)

## AMERICA'S CUP HISTORY IN BRIEF

**M**OST eagerly sought and defended of all sporting trophies, the America's Cup has been in the possession of the United States since August 22, 1851, when the America outsailed fourteen British yachts in a race around the Isle of Wight and thus carried off the trophy of the Royal Yacht Squadron. In that race the vessels ranged in size from 47 to 392 tons and the 170-ton America covered the course of 53 nautical miles in 10 hours and 37 minutes, finishing 18 minutes ahead of her nearest rival, the Aurora, the smallest vessel in the entire fleet. The first British challenge for the cup came in 1870 and with the sailing of Sir Thomas Lipton's fifth and last challenge series in 1930, the total stood at fourteen challenges—twelve English and two Canadian. Since America took the cup, forty races have been sailed, of which the Americans have won thirty-seven and the British three. Only in 1920, when Shamrock IV won the first two races, has the American hold been threatened seriously, but the Britons believe that this year in the Endeavour they have a challenger with better than an even chance of returning the prized trophy to the shores of England. The record of the fourteen challenges is as follows:

Winner	Loser	Margin Minutes and Seconds
<b>August, 1870—First Challenge (One Race)</b>		
Magic, U. S.	Cambria, Eng.	39:12
<b>October, 1871—Second Challenge (Four of Seven)</b>		
Columbia, U. S.	Livonia, Eng.	27:04
Columbia, U. S.	Livonia, Eng.	10:33
Livonia, Eng.	(a) Columbia, U. S.	15:10
Sappho, U. S.	Livonia, Eng.	30:21
Sappho, U. S.	Livonia, Eng.	25:27
(a)—Columbia disabled and Sappho substituted.		
<b>August, 1876—Third Challenge (Two of Three)</b>		
Madeline, U. S.	Countess of Dufferin, Can.	10:59
Madeline, U. S.	Countess of Dufferin, Can.	27:14
<b>November, 1881—Fourth Challenge (Two of Three)</b>		
Mischief, U. S.	Atalanta, Can.	28:30
Mischief, U. S.	Atalanta, Can.	38:54
<b>September, 1885—Fifth Challenge (Two of Three)</b>		
Puritan, U. S.	Genesta, Eng.	16:19
Puritan, U. S.	Genesta, Eng.	1:38
<b>September, 1886—Sixth Challenge (Two of Three)</b>		
Mayflower, U. S.	Galatea, Eng.	12:02
Mayflower, U. S.	Galatea, Eng.	29:00
<b>September, 1887—Seventh Challenge (Two of Three)</b>		
Volunteer, U. S.	Thistle, Eng.	19:23
Volunteer, U. S.	Thistle, Eng.	11:48
<b>October, 1893—Eighth Challenge (Three of Five)</b>		
Vigilant, U. S.	Valkyrie II, Eng.	5:48
Vigilant, U. S.	Valkyrie II, Eng.	10:35
Vigilant, U. S.	Valkyrie II, Eng.	0:40
<b>September, 1895—Ninth Challenge (Three of Five)</b>		
Defender, U. S.	Valkyrie III, Eng.	8:40
Defender, U. S.	(b) Valkyrie III, Eng.	—
Defender, U. S.	(b) Valkyrie III, Eng.	—
(b)—Valkyrie fouled Defender in second race; withdrew in third.		
<b>October, 1899—Tenth Challenge (Three of Five)</b>		
Columbia, U. S.	Shamrock I, Eng.	10:08
Columbia, U. S.	Shamrock I, Eng.	(c)
Columbia, U. S.	Shamrock I, Eng.	6:34
(c)—Shamrock I disabled and failed to finish.		
<b>September, 1901—Eleventh Challenge (Three of Five)</b>		
Columbia, U. S.	Shamrock II, Eng.	1:20
Columbia, U. S.	Shamrock II, Eng.	3:55
Columbia, U. S.	Shamrock II, Eng.	0:41
<b>August, 1903—Twelfth Challenge (Three of Five)</b>		
Reliance, U. S.	Shamrock III, Eng.	7:03
Reliance, U. S.	Shamrock III, Eng.	1:19
Reliance, U. S.	Shamrock III, Eng.	(d)
(d)—Shamrock III lost in fog and did not finish.		
<b>July, 1920—Thirteenth Challenge (Three of Five)</b>		
Shamrock IV, Eng.	Resolute, U. S.	(e)
Shamrock IV, Eng.	Resolute, U. S.	2:26
Resolute, U. S.	Shamrock IV, Eng.	7:01
Resolute, U. S.	Shamrock IV, Eng.	9:58
Resolute, U. S.	Shamrock IV, Eng.	19:45
(e)—Resolute disabled.		
<b>September, 1930—Fourteenth Challenge (Four of Seven)</b>		
Enterprise, U. S.	Shamrock V, Eng.	2:52
Enterprise, U. S.	Shamrock V, Eng.	9:24
Enterprise, U. S.	Shamrock V, Eng.	(f)
Enterprise, U. S.	Shamrock V, Eng.	5:44
(f)—Shamrock V disabled and failed to finish		



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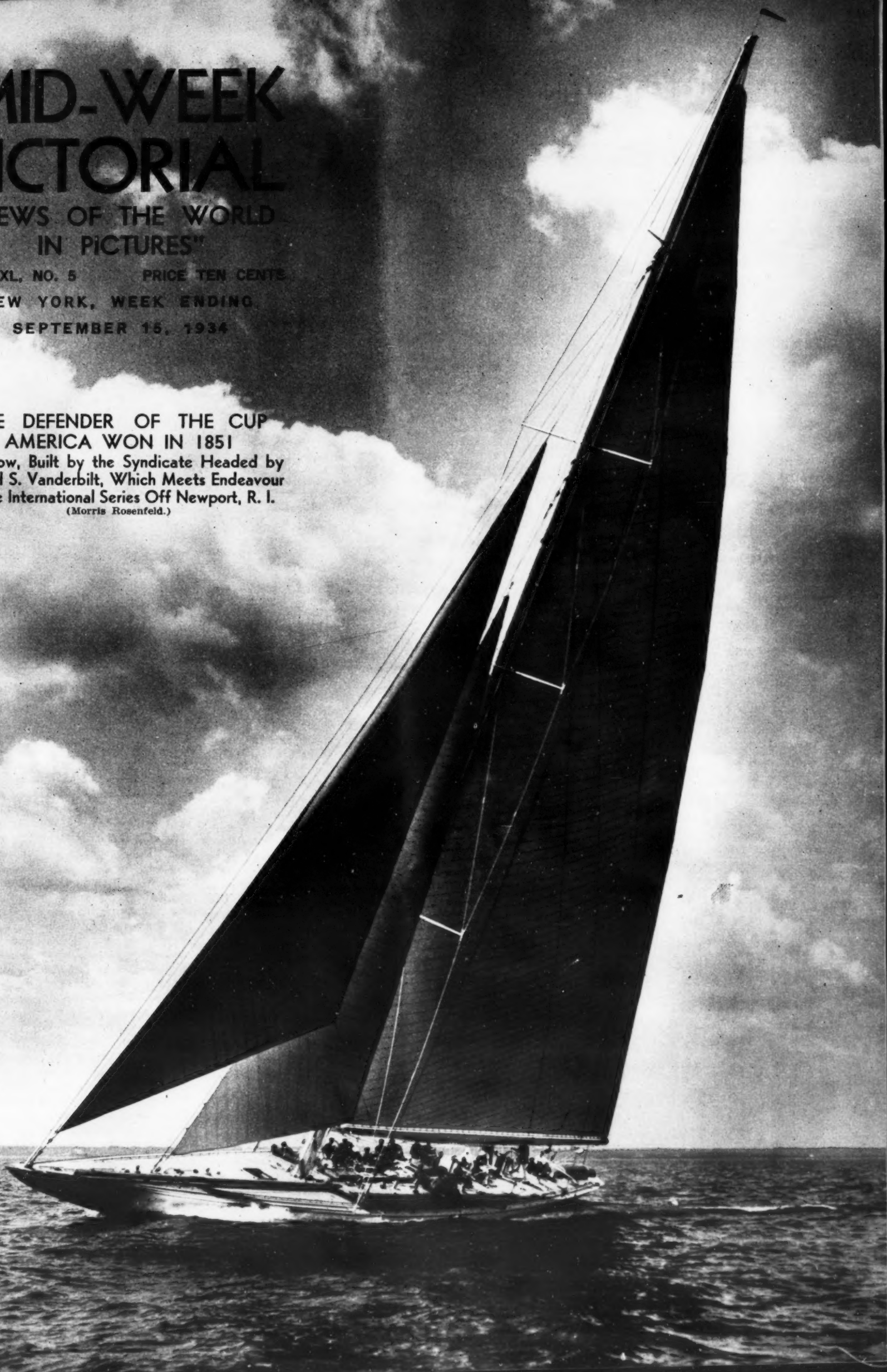
NEW YORK, WEEK ENDING

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## THE DEFENDER OF THE CUP AMERICA WON IN 1851

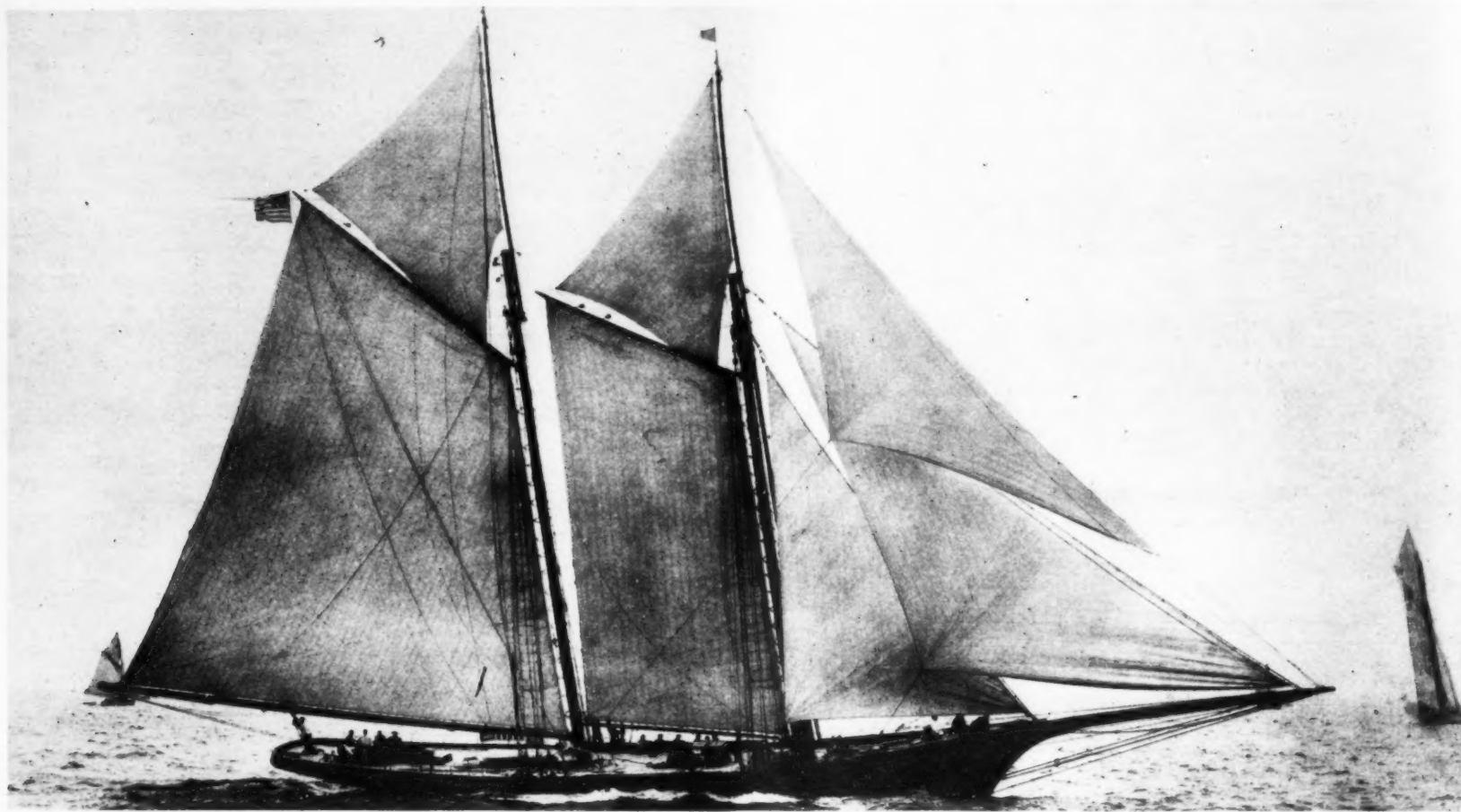
Rainbow, Built by the Syndicate Headed by  
Harold S. Vanderbilt, Which Meets Endeavour  
in the International Series Off Newport, R. I.

(Morris Rosenfeld.)



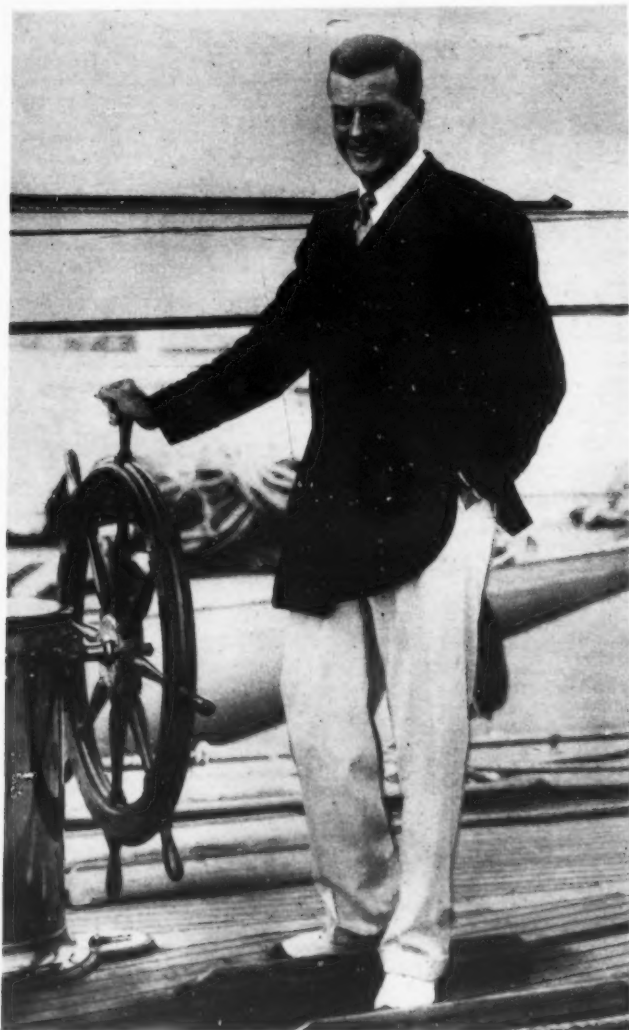


# AGAIN THE AMERICA'S CUP YACHTS AWAIT THE START



"YOUR MAJESTY, THERE WAS NO SECOND": THE AMERICA, Which on Aug. 22, 1851, Defeated Fourteen British Yachts in a Race of Fifty-three Nautical Miles Around the Isle of Wight, and Thus Brought to This Country the Royal Yacht Squadron Trophy, Which Has Since Been the Prize of International Competition as the America's Cup. Her Victory Was So Decisive That Queen Victoria on Inquiring as to the Winner of Second Place Was Told There Had Been No Second. (Edwin Levick.)

By JAMES ROBBINS.



TWICE THE SKIPPER IN THE DEFENSE OF THE AMERICA'S CUP: HAROLD S. VANDERBILT, Who Sailed the Enterprise to Four Straight Victories Over the Shamrock V in 1930 and Who Commands the Rainbow in This Year's Series. (International.)

FOR the fifteenth time a British yacht will set out off Newport, R. I., on Sept. 15, in an effort to capture the America's Cup, brought to this country in 1851 by the old schooner America. Appropriately, the latest challenger is named Endeavour.

Five times over thirty-one years the late Sir Thomas Lipton tried to win "the old mug," as he called the prize, on which millions of dollars have been spent in fruitless attempts to take it back to England, Scotland, Ireland or Canada. Yachtsmen of all those countries have had a hand in the quests. Some have almost succeeded, but each time so-termed Yankee ingenuity has won out in defense.

Now there is a renewed interest in the international match because of the challenging owner's being a newcomer with a colorful career as an aviator and airplane constructor, with a phenomenal record of handling large racing yachts with but a few years' experience. He is Thomas Octave Murdock Sopwith, 46 years old, who has made millions in aircraft construction.

There was no denying the popularity of the genial Lipton, whose repeated losses were attended always with smiles. But there also was no denying that his cup hunting was getting a bit monotonous. Then the challenging club this year is the Royal Yacht Squadron, Britain's premier organization, which had not taken a part in the match since 1895, when there was a decided unpleasantness with Lord Dunraven, and the racing at all other times has been looked upon as one of the finest gestures of relations between the two nations.

LITTLE has been said on one score, but for the first time the challenging yacht is based on greater experience than the American one. After the last match in

1930, further rule changes were made to prevent boats with abnormal hulls. There were penalties against extremes, and the requirement of living accommodations for the crews was inserted in the building regulations. It was a further step away from the racing shells and freaks, such as the Defender of 1895 and the Reliance of 1903. It made wholesome yachts, passed by Lloyd's as to sturdiness, but equally fast as the skimming dishes through the advancement in skill of designers and builders.

After the latest rules were framed, Charles E. Nicholson, the English designer and builder of two Shamrocks, who had a part in making the new regulations, turned out Velsheda, a cup-size boat, for W. L. Stephenson, English merchant. She raced abroad successfully last year, easily defeating the last of the Shamrocks. Then the challenge was sent and Nicholson turned out Endeavour, an improvement on Velsheda, based on the latter's sailing record.

In the meantime no cup yacht was built here. Plans were made for one by W. Starling Burgess at the direction of Harold S. Vanderbilt, who sailed the defender Enterprise to victory in 1930. The plans were changed several times, but on theory rather than experience. From them Rainbow was built last Winter for a New York club syndicate headed by Mr. Vanderbilt.

To race Rainbow for defense honors, Weetamoe and Yankee of 1930 vintage were brought out, improved as was practical. Yankee began going in July to beat the new Rainbow badly, but later Rainbow improved to win the final trial series and gain the award of defender.

In the meantime Endeavour was raced in English waters and defeated Velsheda. She made a splendid showing, particularly to windward, the point of sailing which almost

Continued on Next Page.



# ABOARD ENDEAVOUR FOR THE INTERNATIONAL SERIES



## DATA ON THE 1934 YACHT SERIES

**Time:** Starting on Saturday, September 15, there will be one race each weekday until one yacht wins four races, unless weather conditions are unfavorable for racing.  
**Course:** Thirty miles in length, the start and finish twelve miles out at sea off Newport, R. I. The courses will alternate windward and leeward, and triangular.  
**Challenger:** The Endeavour, T. O. M. Sopwith, skipper and owner, representing the Royal Yacht Squadron. Designer, Charles E. Nicholson. Measurements, overall 128 feet, waterline 83 feet, beam 22, draught 15. Sail area, 7,550 square feet. Mast, 168 feet. Tonnage, 140.

**Defender:** The Rainbow, Harold S. Vanderbilt, skipper; New York Yacht Club Syndicate, owner. Designer, W. Starling Burgess. Measurements, overall 126.57 feet, waterline, 82 feet, beam 20.92, draught 14.93. Sail area, 7,555 square feet. Mast, 165 feet. Tonnage, 138.

*Continued from Preceding Page.*

invariably has won the cup for the American yachts. Challengers have been beaten sufficiently zigzagging against the breeze to more than make up for their running qualities with it.

**E**NDEAVOUR really has had more preparation in the way of racing and tuning up than any other challenger. She contested in coastal regattas about England and engaged in six special matches against Velsheda. All that time her owner and designer were experimenting with rig, sails, trim and equipment. In the twelve regattas she won eight times, was second three times and was unplaced once. That record was a splendid one, bearing in mind her complications of having to work through five other contestants in the regattas. Then she beat Velsheda in all their matches except one, and in that one the experiment was tried of starting Velsheda ahead and having Endeavour try to catch her. Velsheda was sailed well and held Endeavour under her.

All the talk of the cup challenger's undergoing a hardship through having to cross the ocean, which is brought up repeatedly, is idle and baseless chatter. Crossing the ocean under shortened sail does not subject a cup yacht to anywhere near the strain she goes through in one race in a breeze of

wind. The big yachts are built to take an enormous amount of punishment.

Large American yachts have crossed the ocean many times and raced successfully abroad. A notable instance was that of the Vigilant, defender in 1893, which was taken to England after her international match here. The only handicap in bringing the challenger here is the crossing time having to be taken from her tuning up.

When the America won the cup named after her there was little difference between a racing and cruising yacht. Each was built substantially and rigged snugly. Both were seaworthy. But gradually there was a divergence of the types until the racing craft became a frail creation, unsuitable for any other purpose, and short lived.

Now the cup yachts, more than 80 feet long on the water and some 120 feet odd on deck, have rounded out hulls, strongly built. They are overrigged, but engineering accomplishments keep the towering masts and sails in them.

In the international match it will be a case of one yacht winning four races. Starting on Sept. 15 there will be races each weekday unless extreme weather sets in. Each course will be thirty miles in length, the start and finish twelve miles out at sea off Newport. The courses will alternate windward and leeward, and triangular.

AMATEURS AND PROFESSIONALS IN HARDWORKING ARRAY: THE CREW OF THE ENDEAVOUR, With Mr. and Mrs. T. O. M. Sopwith Standing in the Middle.  
(Edwin Levick.)



THE SKIPPER OF THE CHALLENGER: T. O. M. SOPWITH, Famous British Aircraft Designer and Manufacturer, at the Wheel of the Endeavour, Which Carries "Gadgets" Resulting From His Experience With Airplanes.  
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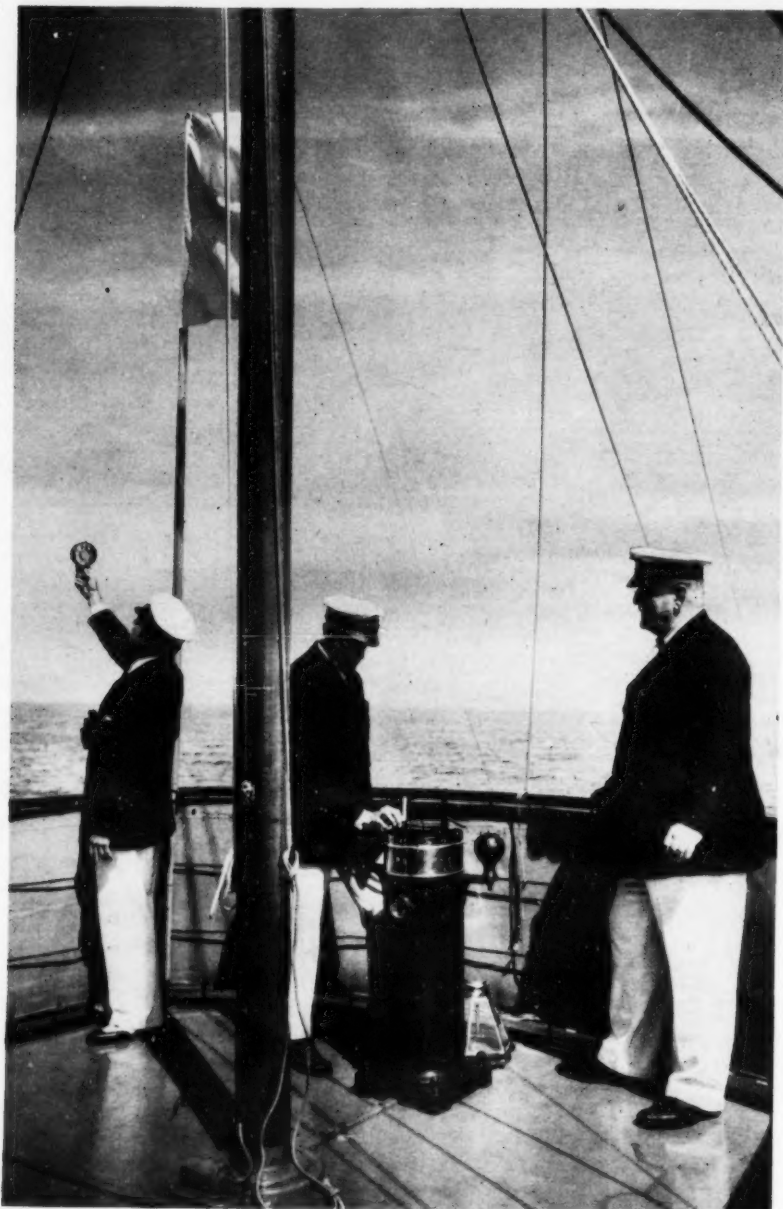
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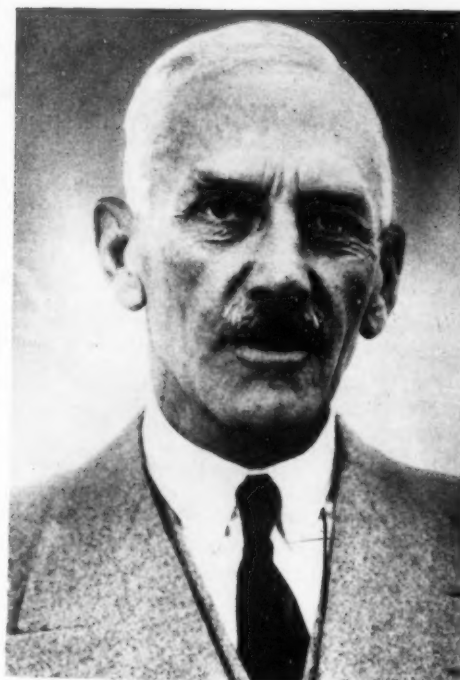


## COMMITTEES AND DESIGNERS: AMERICA'S CUP FIGURES



**THE JUDGES OF THE AMERICA'S CUP CONTESTS: THE RACE COMMITTEE**

Considering Various Elements Before Announcing Its Decision on the Day's Course. At the Left E. Vail Stebbins Measures the Speed of the Wind While Chairman Edmund Lang Notes Its Direction by Compass and Clinton Mackenzie Watches Weather Signals, Aboard the Committee Boat Wilhelmina. (Morris Rosenfeld.)

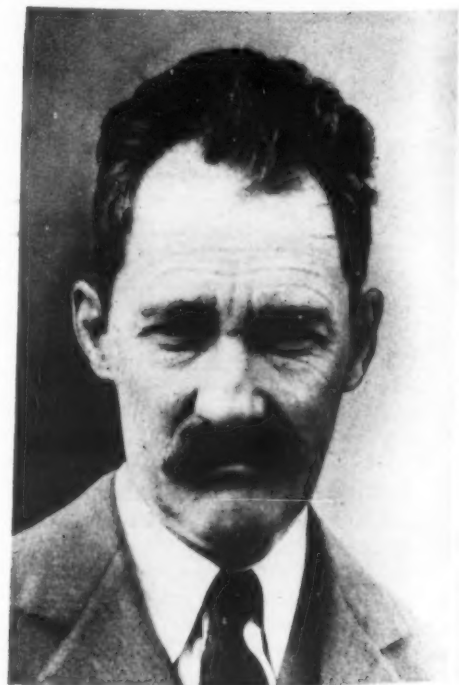


**HOW THE COURSE FOR THE DAY'S RACE IS DETERMINED: THE RACE COMMITTEE OF THE NEW YORK YACHT CLUB,** Which Will Handle All Details in the Selection of Courses, Setting the Marks and Starting and Timing the Contestants, Consulting a Special Chart on Which the Starting Buoy and Radiating Courses Are Plotted. Left to Right Are: Edmund Lang, the Chairman; E. Vail Stebbins and Clinton Mackenzie. (Morris Rosenfeld.)



**THE MEN WHO SELECTED THE DEFENDING YACHT: THE CUP COMMITTEE,** Which Held a Long Series of Tests Before Naming the Rainbow to Meet the Endeavour. Left to Right Are: Junius S. Morgan, E. Townsend Irvin, W. A. W. Stewart, George A. Cormack and Van S. Merle-Smith. (Morris Rosenfeld.)

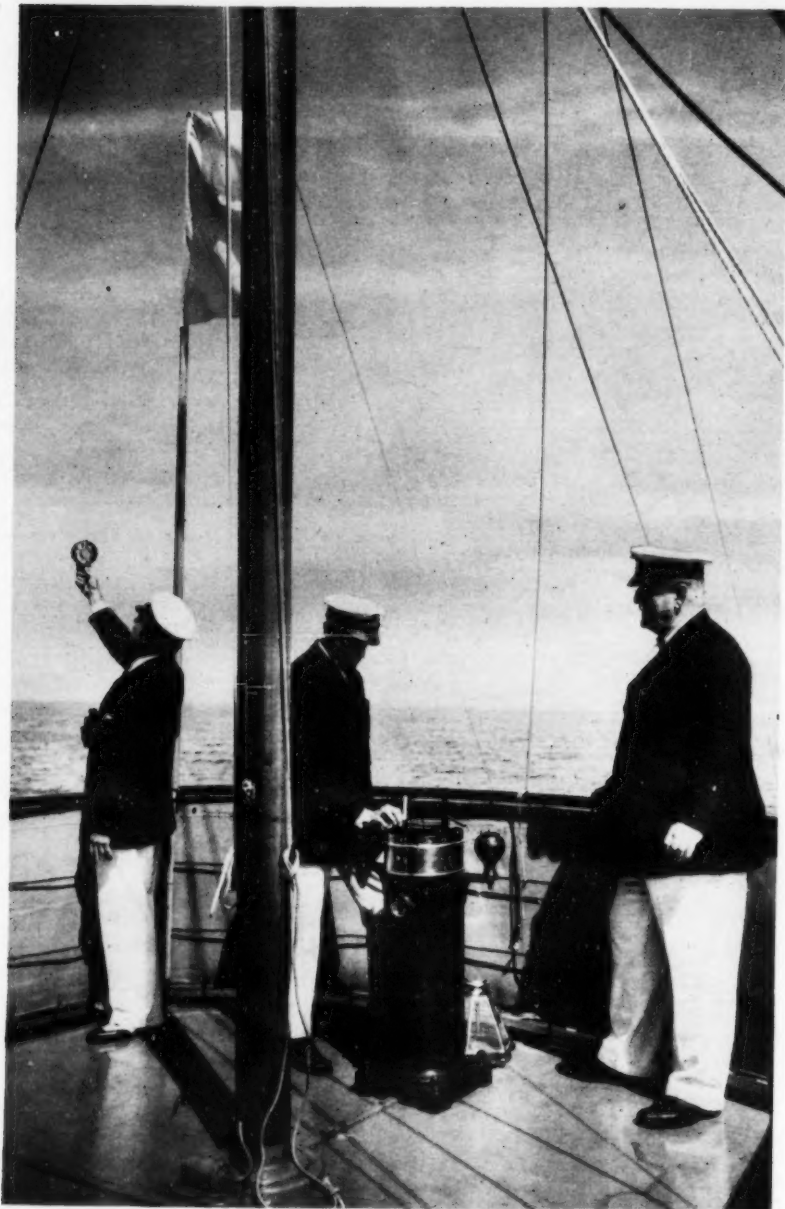
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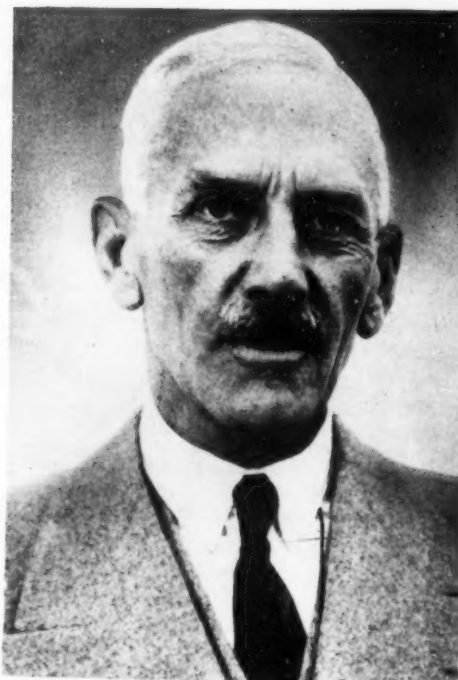
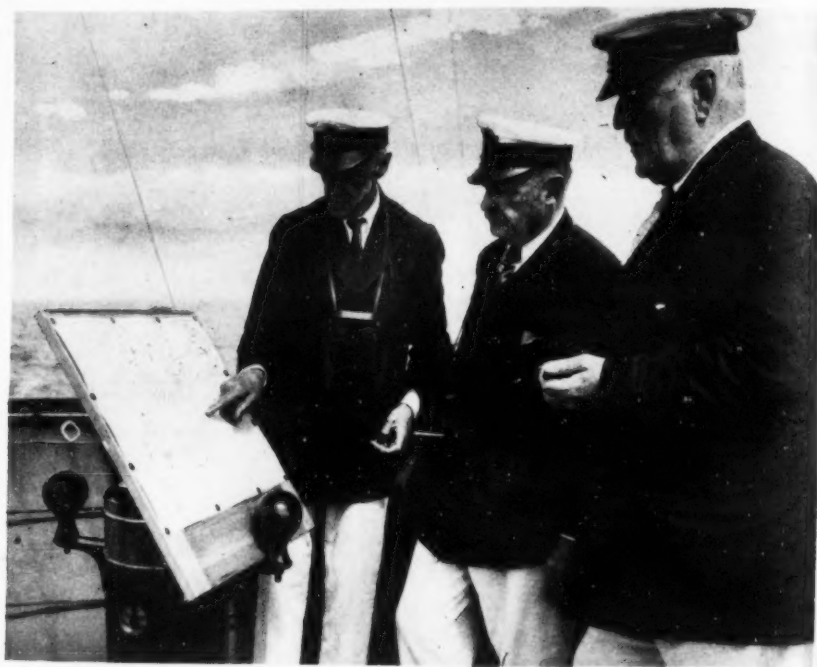


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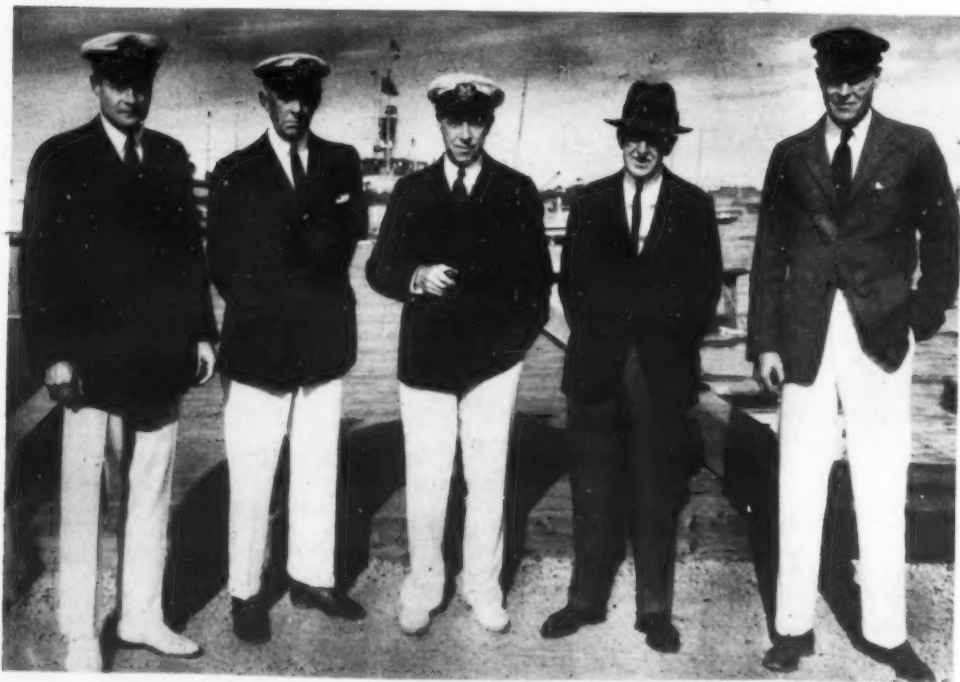


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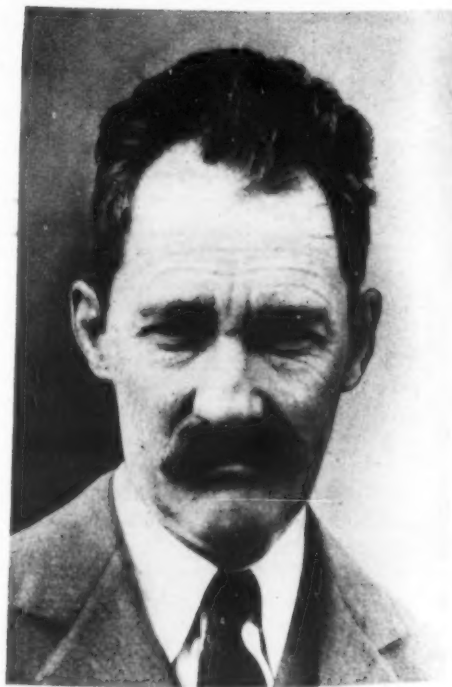


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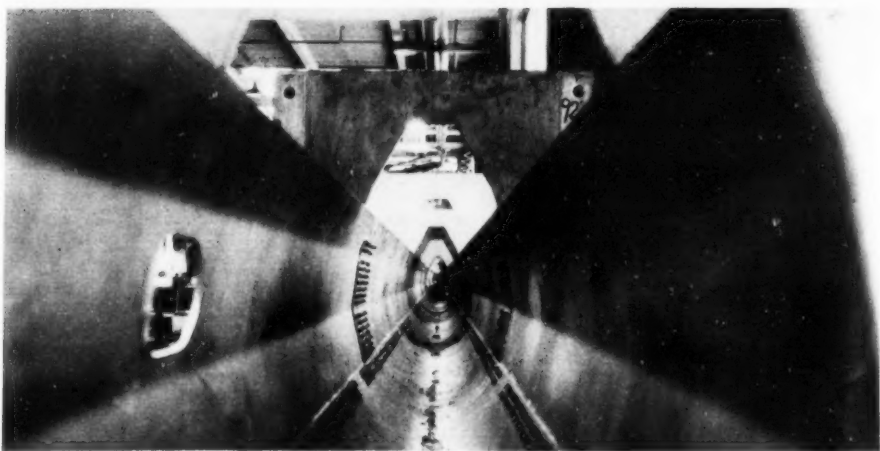
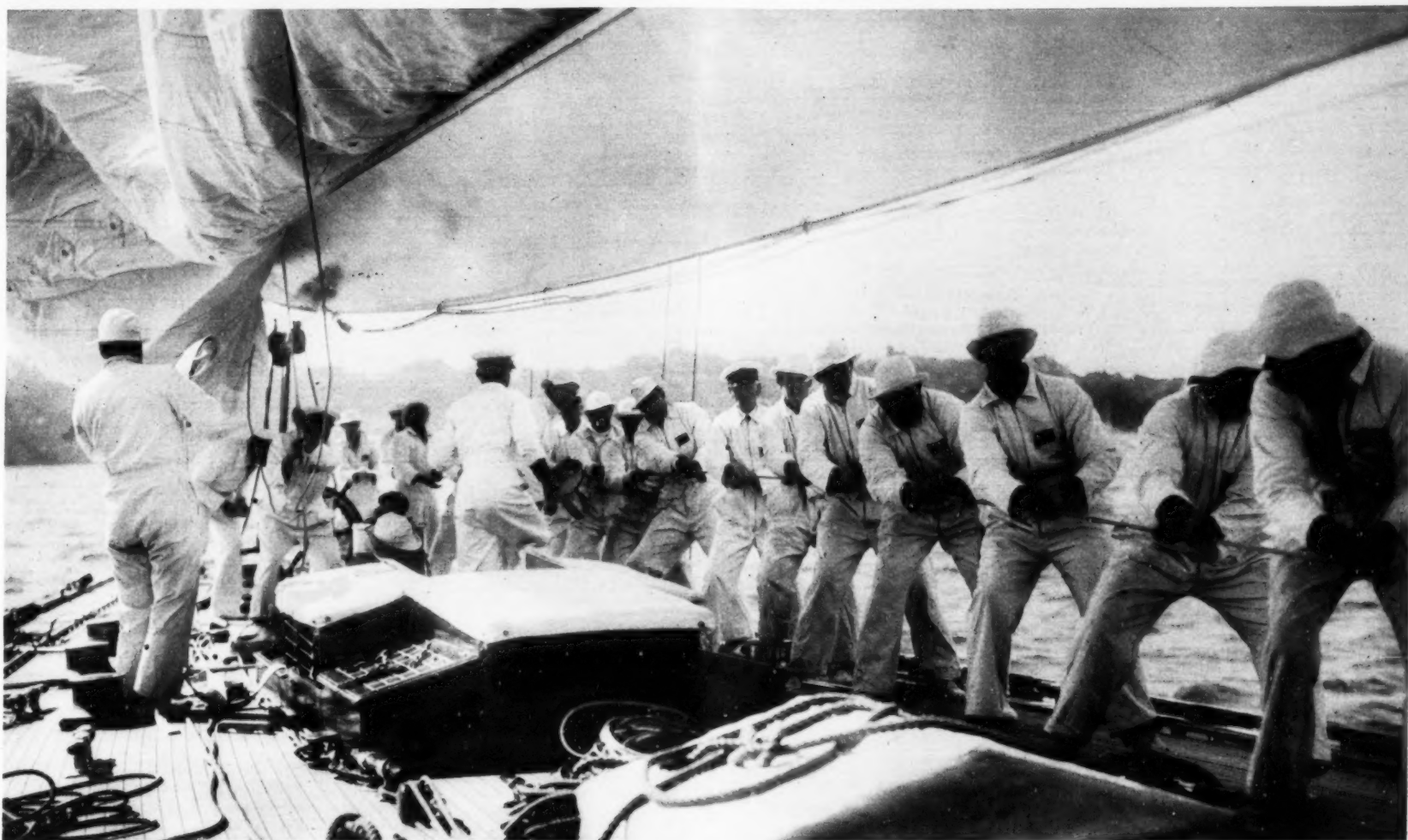
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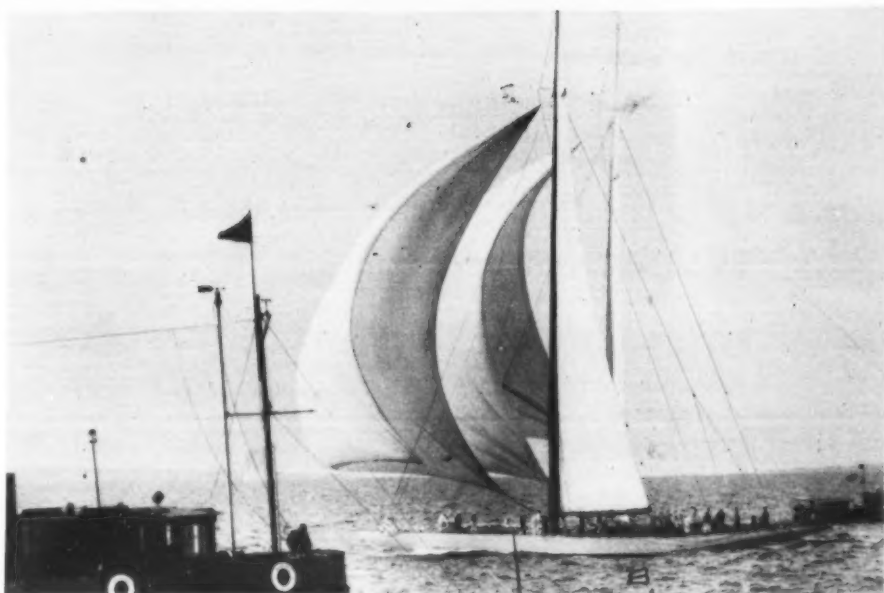


# PREPARATIONS FOR THE BIG SERIES OFF NEWPORT



ALL HANDS ON THE JOB ABOARD THE CHALLENGER: THE ENDEAVOUR'S SEAMEN, Some of Whom Own Yachts, Busy Preparing for a Trial Sail Off Newport. (Edwin Levick.)

THE 1934 VERSION OF THE BIG STICK: A VIEW INSIDE THE RAINBOW'S MAST, Which Is 165 Feet Long and Weighs 5,685 Pounds. (Edwin Levick.)



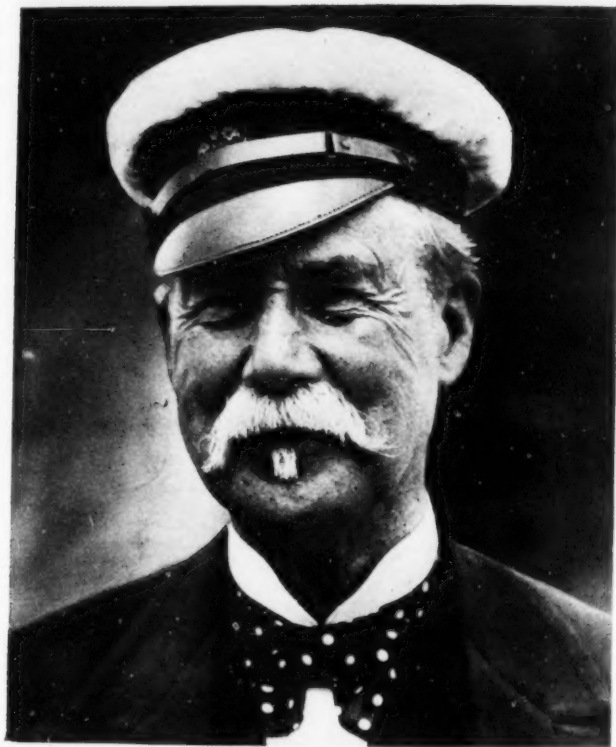
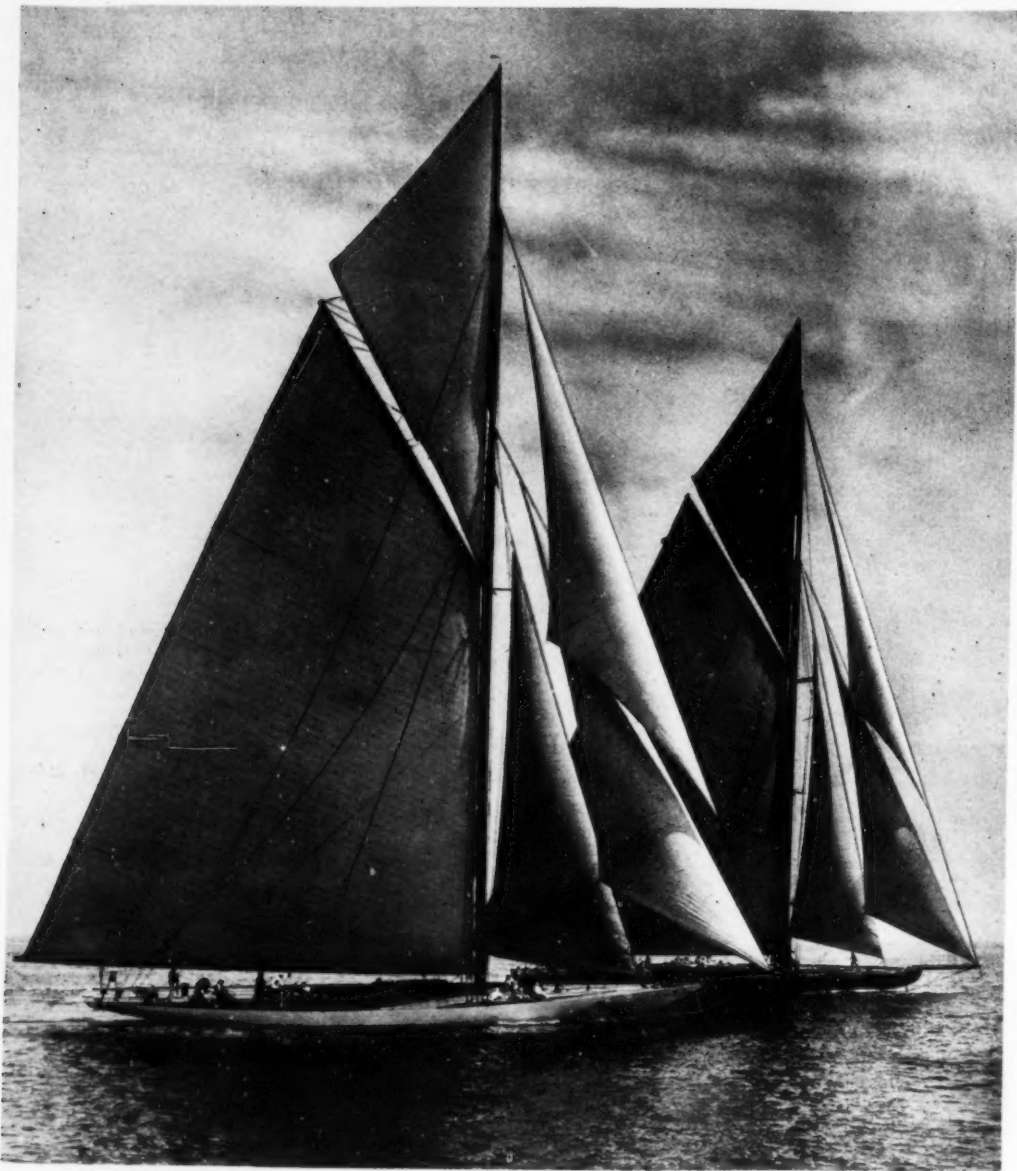
ONE OF THE CLOSEST FINISHES ON RECORD: THE RAINBOW AND THE YANKEE Crossing the Line in the Last of the Races to Select the Defending Yacht. The Judges Decided That the Rainbow Was the Winner by a Margin of One Second. (Associated Press.)



THE FEMININE MEMBER OF THE ENDEAVOUR'S CREW: MRS. T.O.M. SOPWITH, Who Sails With Her Husband in the Attempt to Lift the Cup. (Edwin Levick.)



## 1899 TO 1930: SIR THOMAS LIPTON'S FIVE CHALLENGES



FIVE TIMES THE CHALLENGER FOR THE AMERICA'S CUP: SIR THOMAS LIPTON, Who Died in 1931, After Spending Millions in His Attempts in 1899, 1901, 1903, 1920 and 1930 to Return the "Old Mug" to British Possession. His Sportsmanship and Amiability Brought a New Era of Good Feeling in the Cup Matches, Previously Marred by Bitterness and Controversy. (Times Wide World Photos.)



THE ONLY VESSEL TO PARTICIPATE IN TWO DEFENSES OF THE CUP: THE COLUMBIA,

Second of the Name in America's Cup History, Which Defeated Shamrock I in Three Straight Races in 1899 and Shamrock II in Like Fashion in 1901.

(© J. S. Johnston, From Brown Brothers.)

At Left—

SIR THOMAS LIPTON'S FIRST CHALLENGER: THE SHAMROCK I,

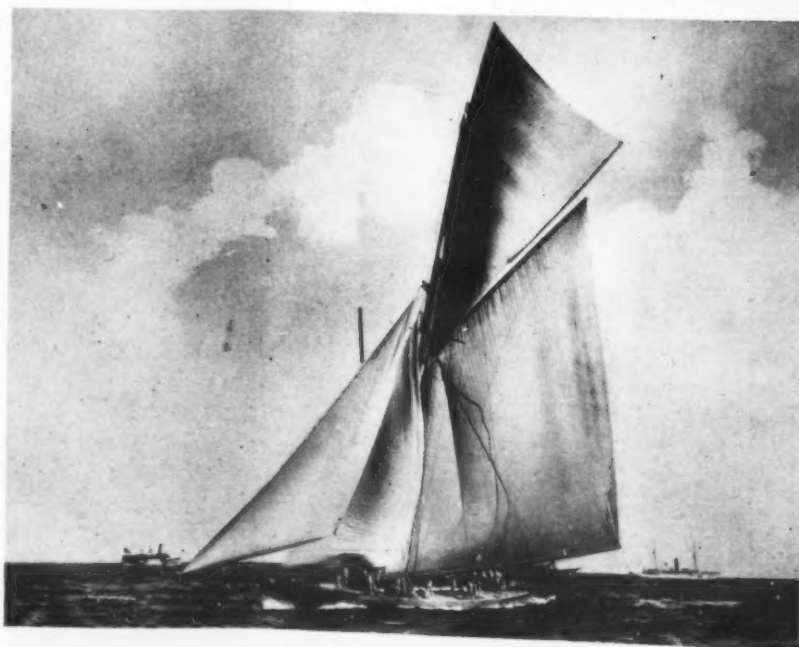
Which Was Defeated by the Columbia in 1899.

(© J. S. Johnston, From Brown Brothers.)

THE DECISIVE MOMENT OF THE 1920 SERIES: THE RESOLUTE

Passing the Green-Hulled Shamrock IV to Establish a Lead Which Was Maintained to the Finish Line in the Fifth and Final Race. That Year Sir Thomas Lipton's Yacht Came Closer to Lifting the "Old Mug" Than Any Other Challenger Ever Has Done, for the Shamrock IV Won the First Two Races—His Only Victories in the Eighteen Races of His Five Challenges—and Needed Only One More Win to Achieve His Goal.

(© Morris Rosenfeld.)



THE DISTINGUISHED DEFENDING SKIPPER OF 1920: CHARLES FRANCIS ADAMS, Who Will Figure in the History Books as Hoover's Secretary of the Navy, But Is Known Among Yachtsmen as the Commander of the Resolute in 1920 and of the Yankee in the 1934 Races to Select a Defending Yacht. (Morris Rosenfeld.)

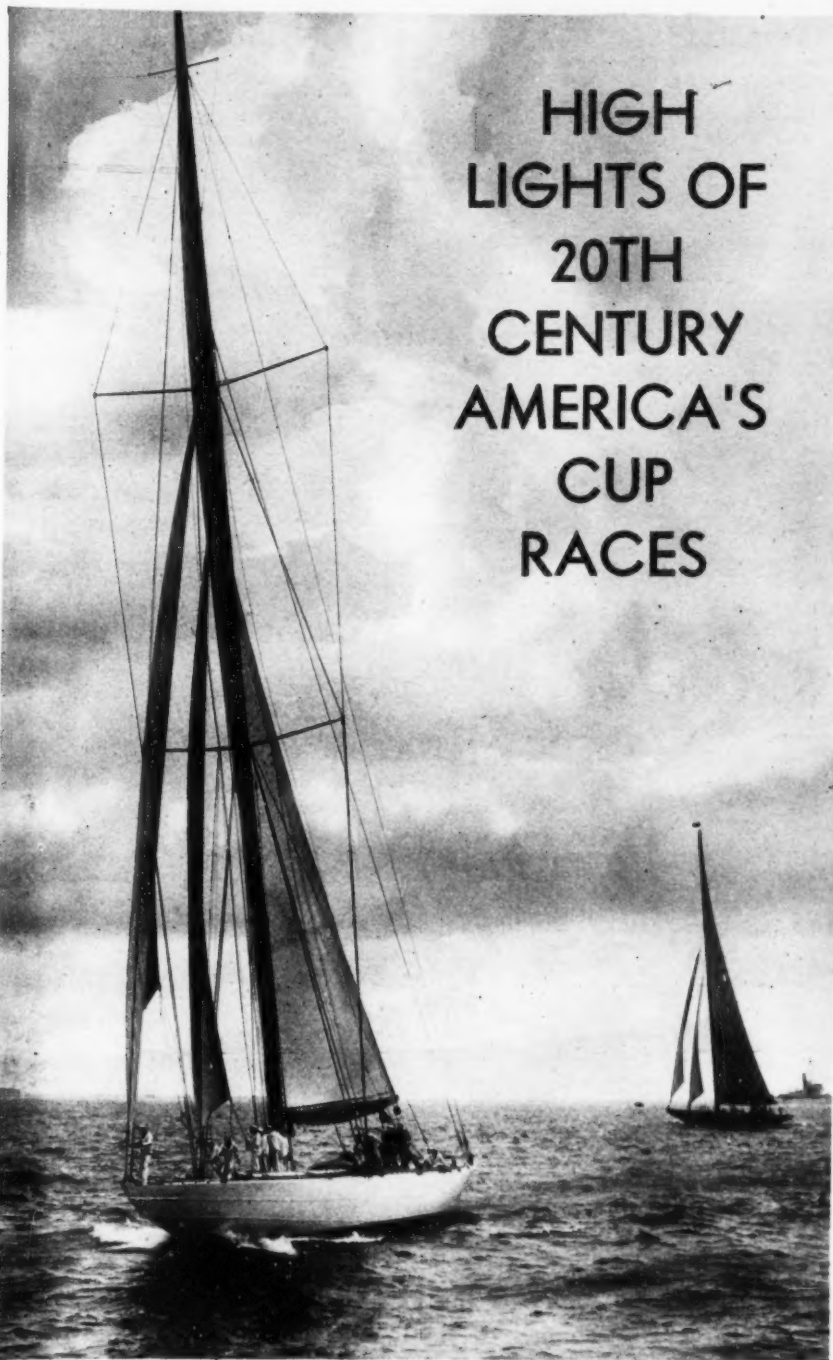




**A MISHAP TO THE LIPTON CHALLENGER OF 1930:  
SHAMROCK V**

Disabled in the Third Race by the Breaking of a Wire Cable Forty-four Minutes After the Start, Allowing Her Mainsail to Fall. Under the Rules, the Enterprise Finished Alone and Was Credited With a Victory.

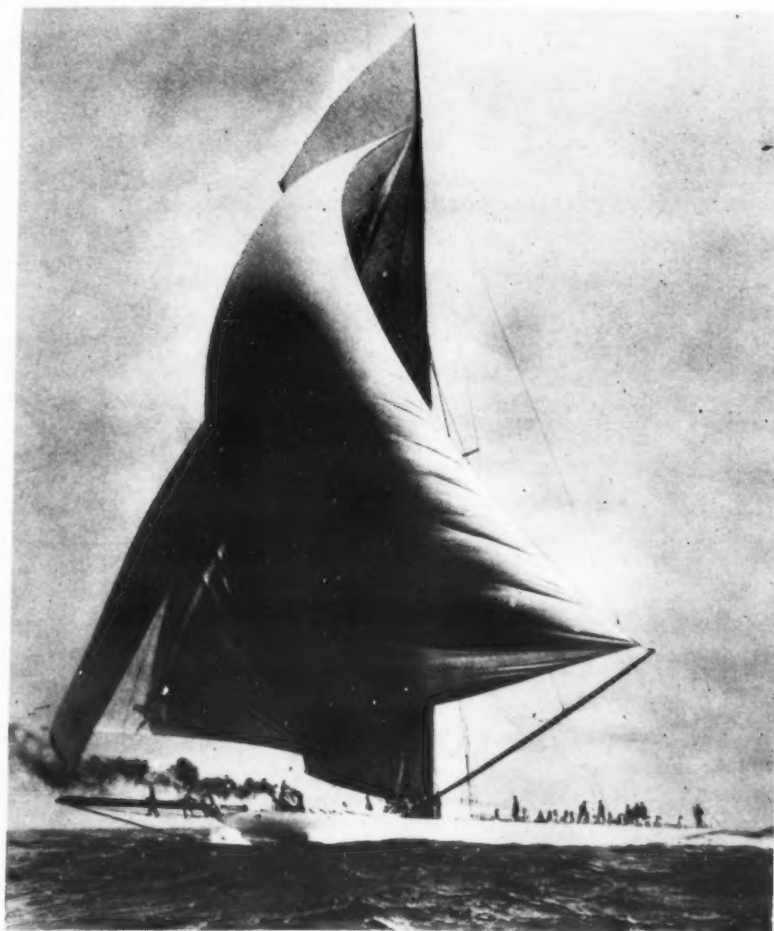
(Morris Rosenfeld.)



# HIGH LIGHTS OF 20TH CENTURY AMERICA'S CUP RACES

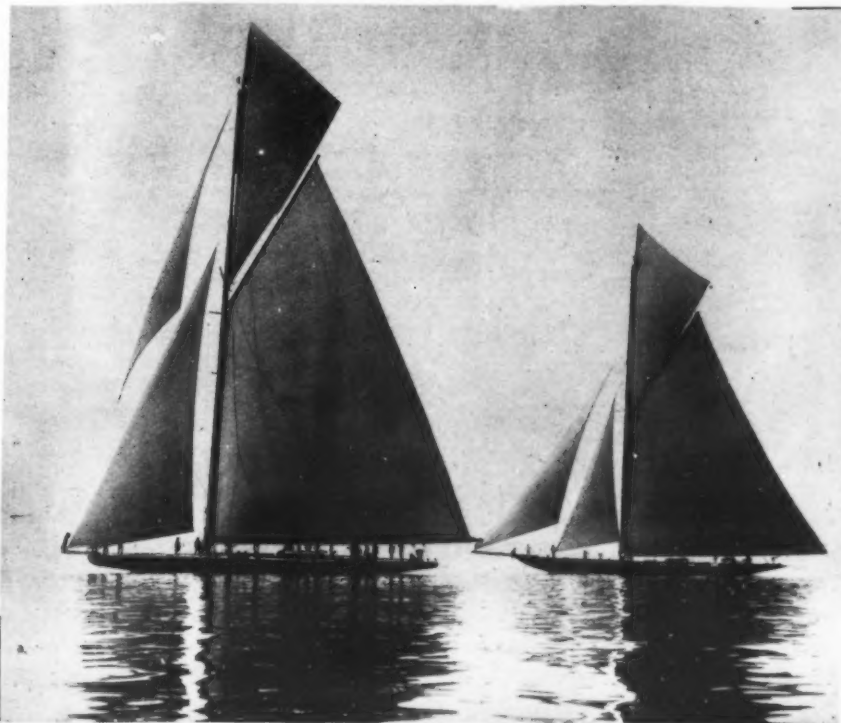
**THE DEFENDER WELL IN THE LEAD IN THE FIRST RACE OF THE  
1930 SERIES: THE ENTERPRISE**  
Pointing for the Turn Near the Fifteen-Mile Mark of the Thirty-Mile Course  
Off Newport, R. I., Where She Defeated Shamrock V in Four Straight Races.

(Morris Rosenfeld.)



**THE DEFENDER OF 1903: THE RELIANCE,**  
Which Won in Three Straight Races Against Shamrock III in the  
Twelfth Challenge Series.

(Edwin Levick.)

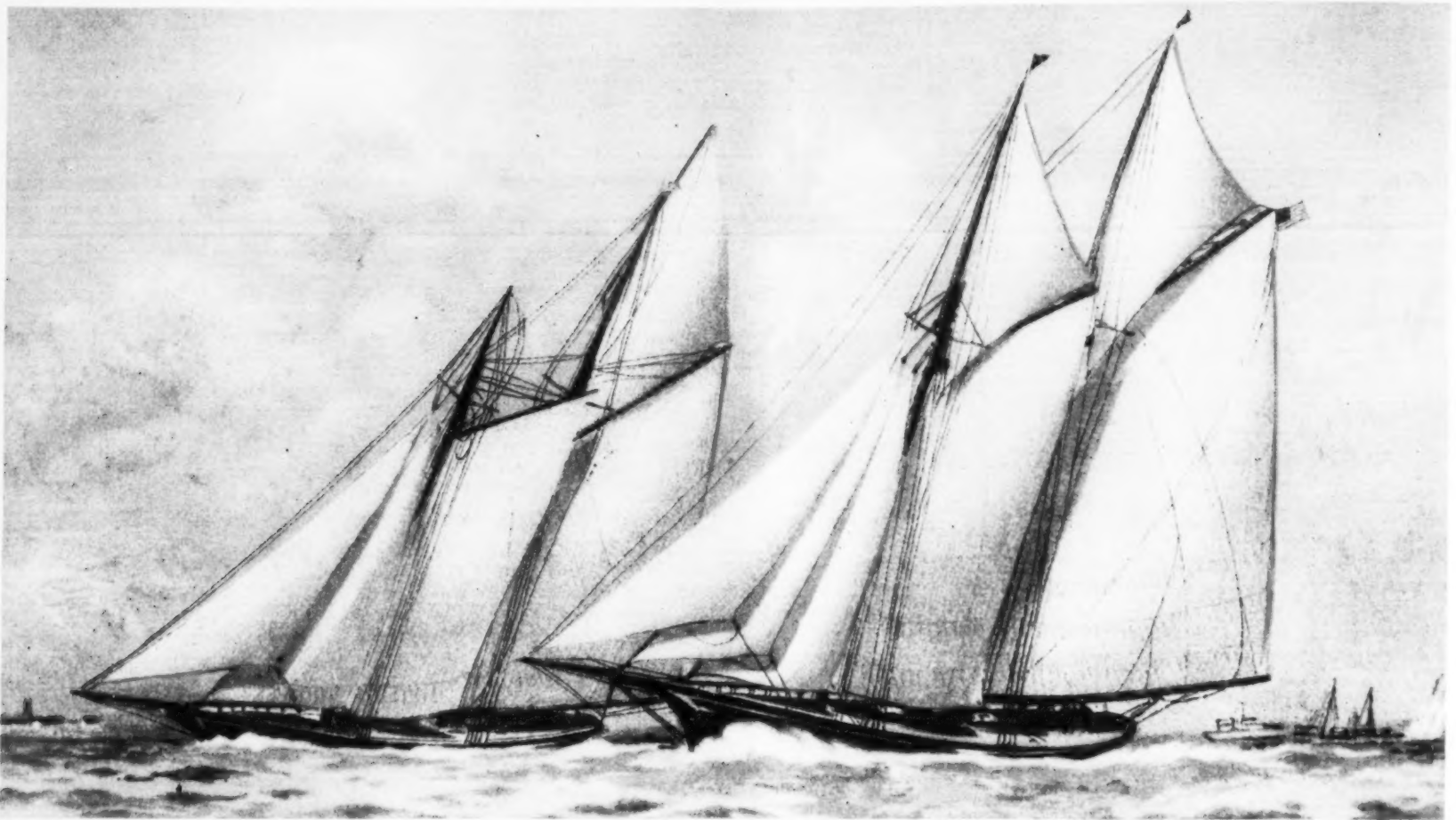


**SEVENTEEN YEARS OF PROGRESS IN YACHT BUILDING:  
THE SHAMROCK IV.**  
the Lipton Challenger of 1920, With the Shamrock III (Right), Her Prede-  
cessor of 1903.

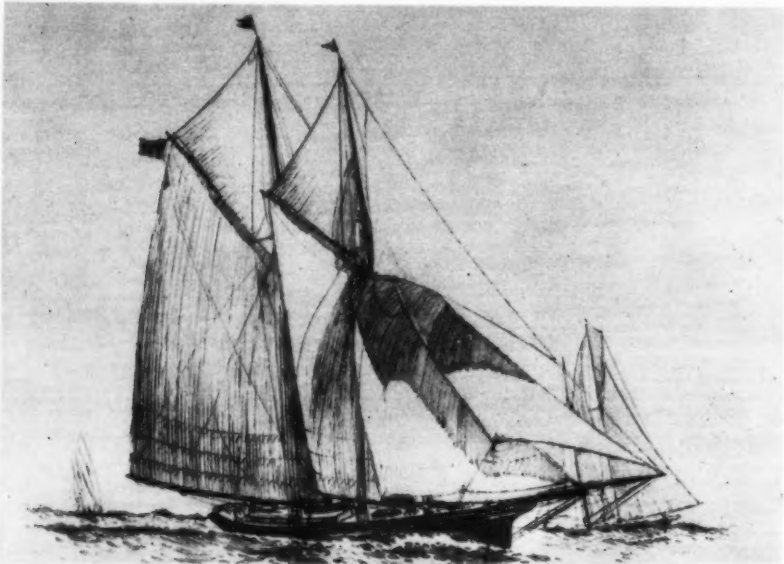
(Edwin Levick.)



# AMERICA'S CUP HISTORY: DEFENDERS AND CHALLENGERS



ENGLAND'S SECOND ATTEMPT TO REGAIN POSSESSION OF THE AMERICA'S CUP: THE SAPPHO AND THE LIVONIA in One of the Five Races of the 1871 Series. The Columbia, Representing the United States, Won the First Two Races of the Seven Scheduled That Year and Was Defeated in the Third. The Sappho Then Was Substituted for the Disabled Columbia and Won Two More Races. From a Picture by W. G. Wood. (Edwin Levick.)

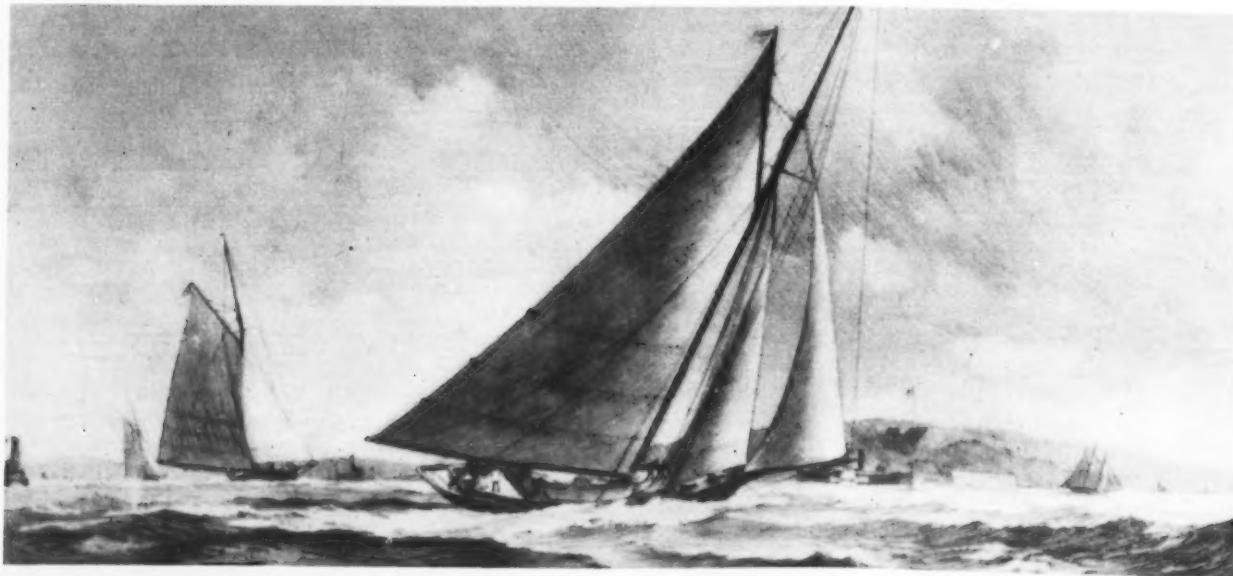


THE FIRST OF THE LONG SERIES OF CUP DEFENDERS: THE MAGIC, Which in 1870 Outsailed the Cambria of England by 39 Minutes 12 Seconds in the One Race Scheduled. (Edwin Levick.)



IN THE THIRD OF THE FIFTEEN CHALLENGES: THE DEFENDER MADELINE

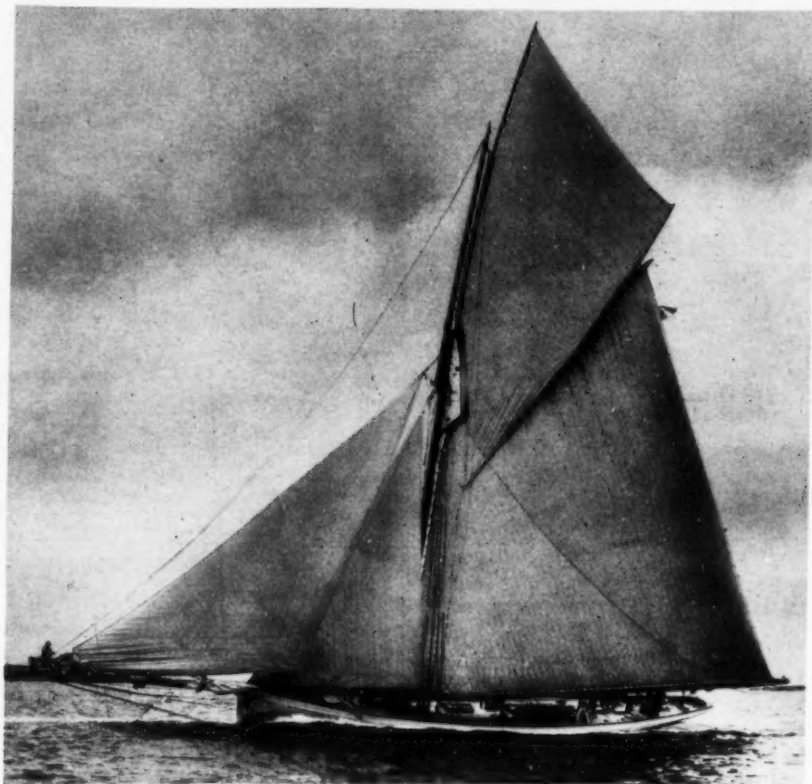
Running Home in the First Race of the 1876 Series, While the Countess of Dufferin, Representing the Royal Canadian Yacht Club, Was Beating Out to the Lightship. The Madeline Won This Race by Eleven Minutes and the Second by Twenty-seven Minutes. (Edwin Levick.)



At Left— IN ONE OF CANADA'S TWO ATTEMPTS TO WIN THE CUP: A RACE OF 1881

With the Mischief Sailing Against the Atalanta, Challenger for the Bay of Quinte Yacht Club. From a Picture by L. A. Shafer. (Edwin Levick.)

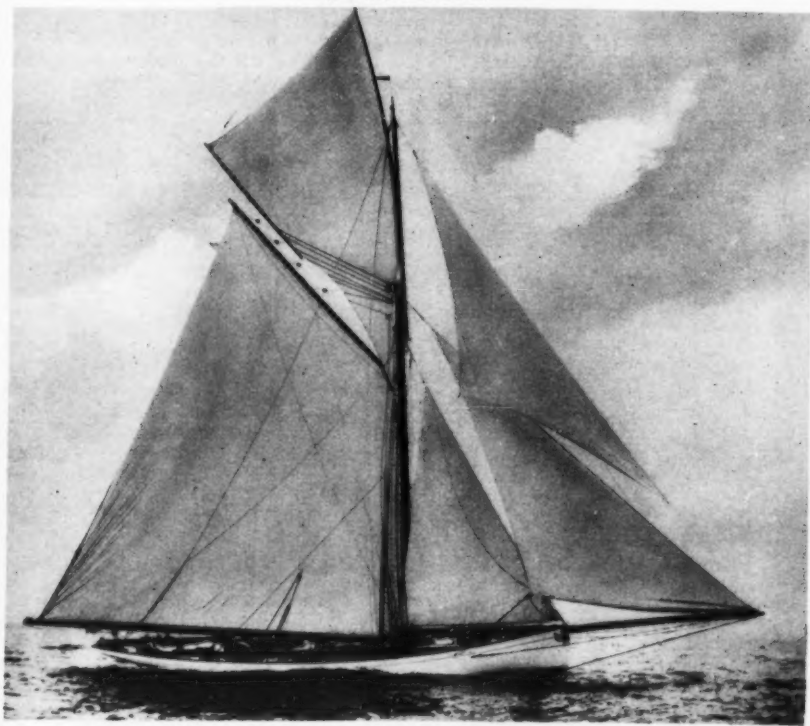
# A RECORD OF YACHTING PROGRESS OVER THE DECADES



THE DEFENDER OF 1885: THE PURITAN,  
Which Defeated the Genesta in Two Straight Races.  
(Edwin Levick.)

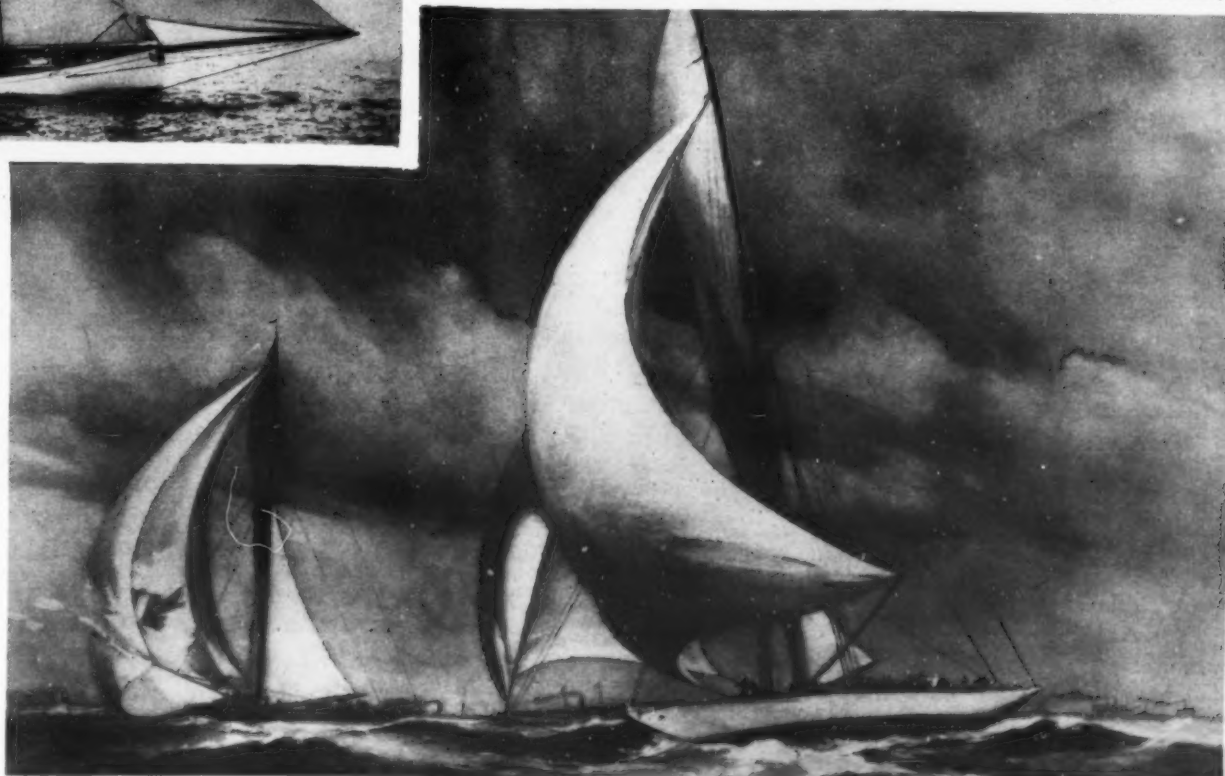


A CLASH OF THE BITTERLY CONTROVERSIAL SERIES OF 1895:  
THE VALKYRIE III AND THE DEFENDER  
at Close Quarters Thirty Seconds Before the British Boat Fouled the  
American in the Second Race. The Valkyrie Was Withdrawn in the  
Third Race.  
(Edwin Levick.)

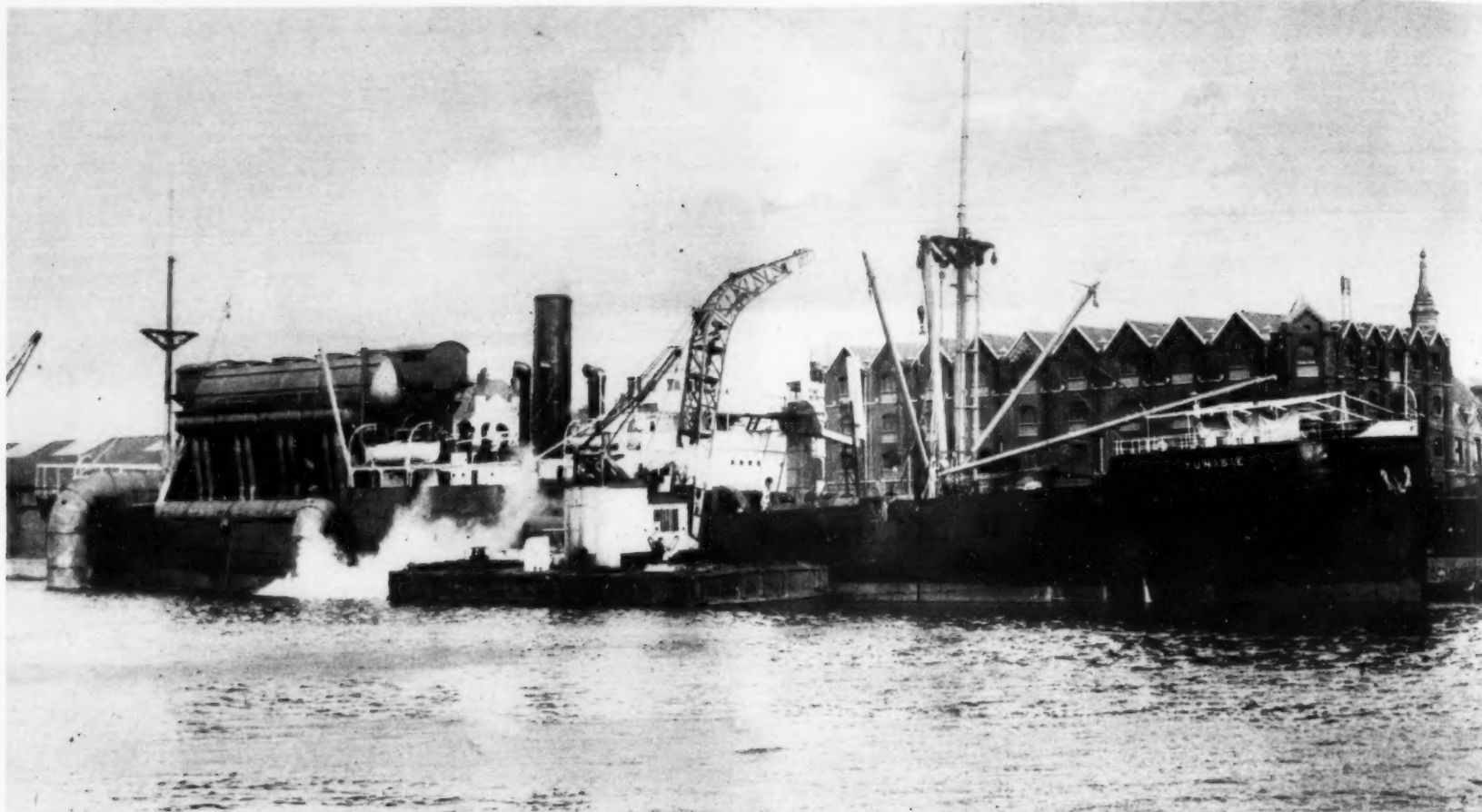


THE YACHTING MODE OF 1886:  
THE MAYFLOWER,  
Which Defeated the Galatea of  
England in Both Races.  
(Edwin Levick.)

A RACING MISHAP WHICH  
GAVE AMERICA A VICTORY  
BY A MARGIN OF FORTY SEC-  
ONDS: THE VALKYRIE II'S  
SPINNAKER  
Bursting in the Third and Last  
Race of the 1893 Series, Won by  
the Vigilant.  
(Edwin Levick.)







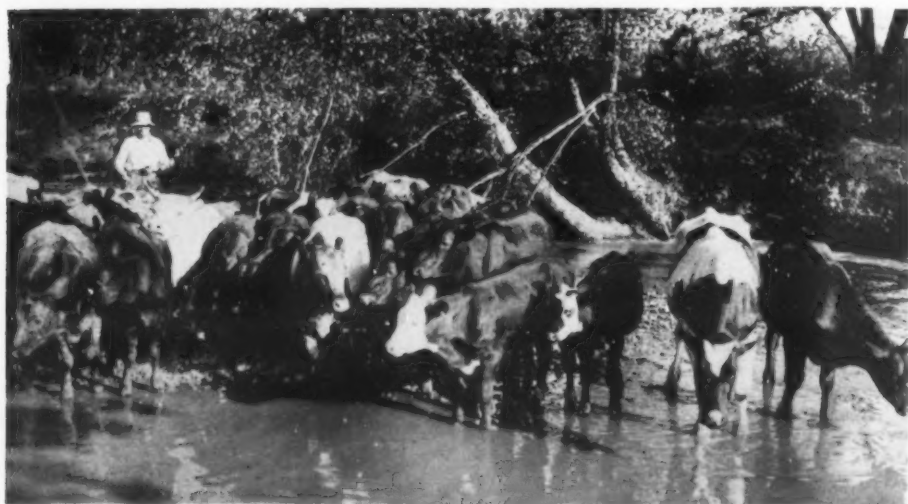
**A FLOATING POWER PLANT TO TURN TROPICAL WATER INTO ICE AT LOW COST:**

**PROFESSOR GEORGES CLAUDE'S STEAMSHIP TUNISIE** Ready to Leave Dunkirk, France, Bound for Rio de Janeiro for a New Attempt to Prove the Industrial Value of His Plan to Utilize the Difference in Temperature Between Various Levels of Ocean Water to Produce Power. Cold Water Pumped From the Ocean Bottom Is Expected to Generate Enough Steam, When Passing Through Warm Surface Water, to Turn Turbines and Make Possible the Manufacture of 1,000 Tons of Ice Daily.

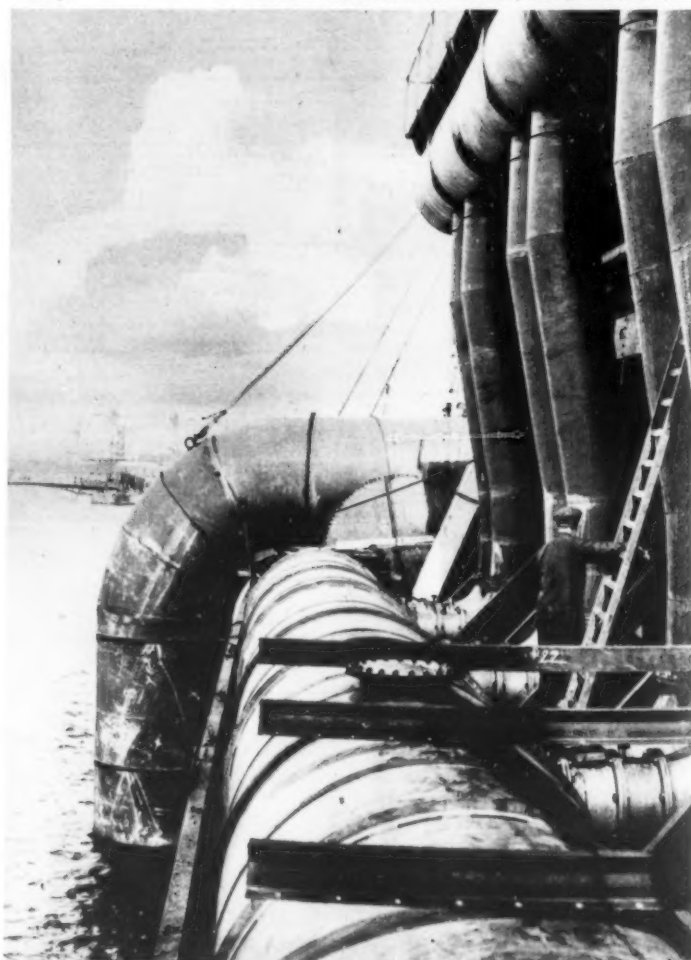
(Times Wide World Photos, Paris Bureau.)



**EQUIPMENT TO COMBAT FOREST FIRE: RANGERS OF THE YOHO NATIONAL PARK,** in British Columbia, Testing a Portable Pump and Hose Kept in Readiness for Forest Fire Emergencies. In Some Areas Water-Storage Tanks Have Been Installed. (Times Wide World Photos.)



**MARYLAND RECEIVES CATTLE FROM THE DROUGHT AREAS OF THE WEST: PETER ZEITLER** of Spring Wells Farm Watering the First Shipment as Large Numbers of Steers Began to Arrive in the State. (Times Wide World Photos, Philadelphia Bureau.)



**BULKY ACCESSORIES OF PROFESSOR CLAUDE'S NEW VENTURE: HUGE PIPES**

Which Are to Connect the Steamship Tunisie, Floating Power Plant, With the Tube 2,300 Feet in Length Which Is to Draw Cold Water From the Bottom of the Sea.

(Times Wide World Photos, Paris Bureau.)



**THE GENTLEMAN FARMER OF HYDE PARK IS HOST AT AN OLD-FASHIONED PICNIC: PRESIDENT ROOSEVELT**  
With His Wife, His Mother and Their Guests Enjoying an Outing on the Roosevelt Estate Near Poughkeepsie.  
(Times Wide World Photos.)



**A RECENT ACCESSION TO THE DEMOCRATIC COUNCILS CALLS AT HYDE PARK: UPTON SINCLAIR,**  
Former Socialist and Now the Democratic Nominee for Governor of California, Surrounded by Newspaper Men After Talking for Two Hours With the President.  
(Times Wide World Photos.)



**THREE WITNESSES ON THE STAND AT ONCE IN THE OPENING OF THE SENATE MUNITIONS INVESTIGATION: THE SPECIAL COMMITTEE**  
Headed by Senator Gerald P. Nye Hearing Henry R. Sutphen, Lawrence Y. Spear and Henry R. Carse (Seated at Right) Tell of the Working Agreement Between the Electric Boat Company of Groton, Conn., and Vickers, Ltd., of England to Dominate World Submarine Building.  
(Times Wide World Photos, Washington Bureau.)

**THE NEW GENERAL-ELECT OF THE SALVATION ARMY THROUGHOUT THE WORLD: MISS EVANGELINE BOOTH,**  
Who Has Been Elected Head of the Organization, Chatting With Colonel Westergaard of Finland as the Leaders Assembled in London for the Council Meeting.  
(Times Wide World Photos.)





STEEL TWISTED BY THE INTENSE HEAT OF THE FIRE AT SEA: THE SMOLDERING WRECKAGE OF THE B DECK of the Morro Castle, as Photographed by a Camera Man Who Went Aboard With the Aid of a Breeches Buoy Off Asbury Park, N. J., and Suffered Burns on Hands and Feet While Obtaining Views of the Disaster.

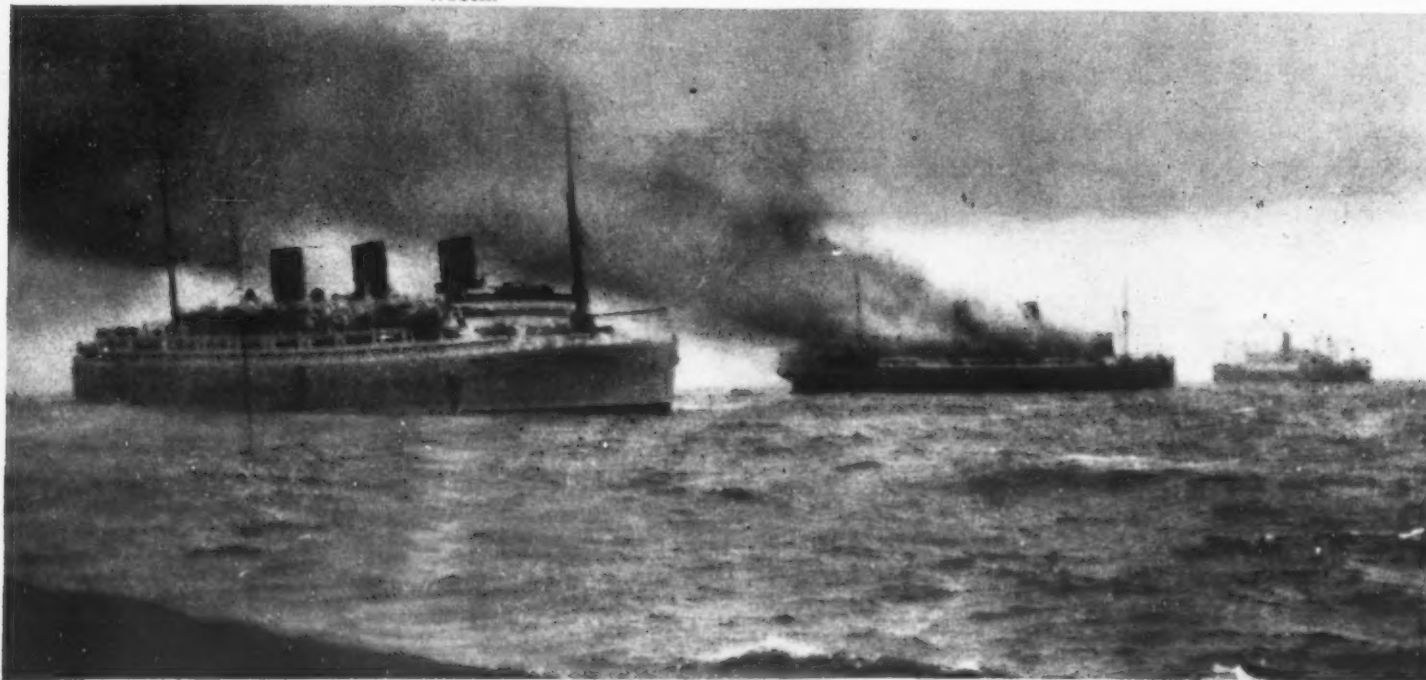


NEAR THE END OF THE LONG BATTLE FOR LIFE: A SURVIVOR OF THE DISASTER Being Helped Ashore on the New Jersey Coast After Swimming in From the Wreck.

## DISASTER AT SEA: MORE THAN OF THE MORRO CASTLE OFF



THE DISASTROUS FINALE OF A HOLIDAY CRUISE IN WHICH MORE THAN THE WARD LINER MORRO Beached in Shallow Water With Her Stern 100 Feet From the Pier of the Asbury Morning While Nearing New York on Her Return From a Cruise to Havana. The of 240 and Many of the Survivors Were in the Water (All Photos Times Wide Worl



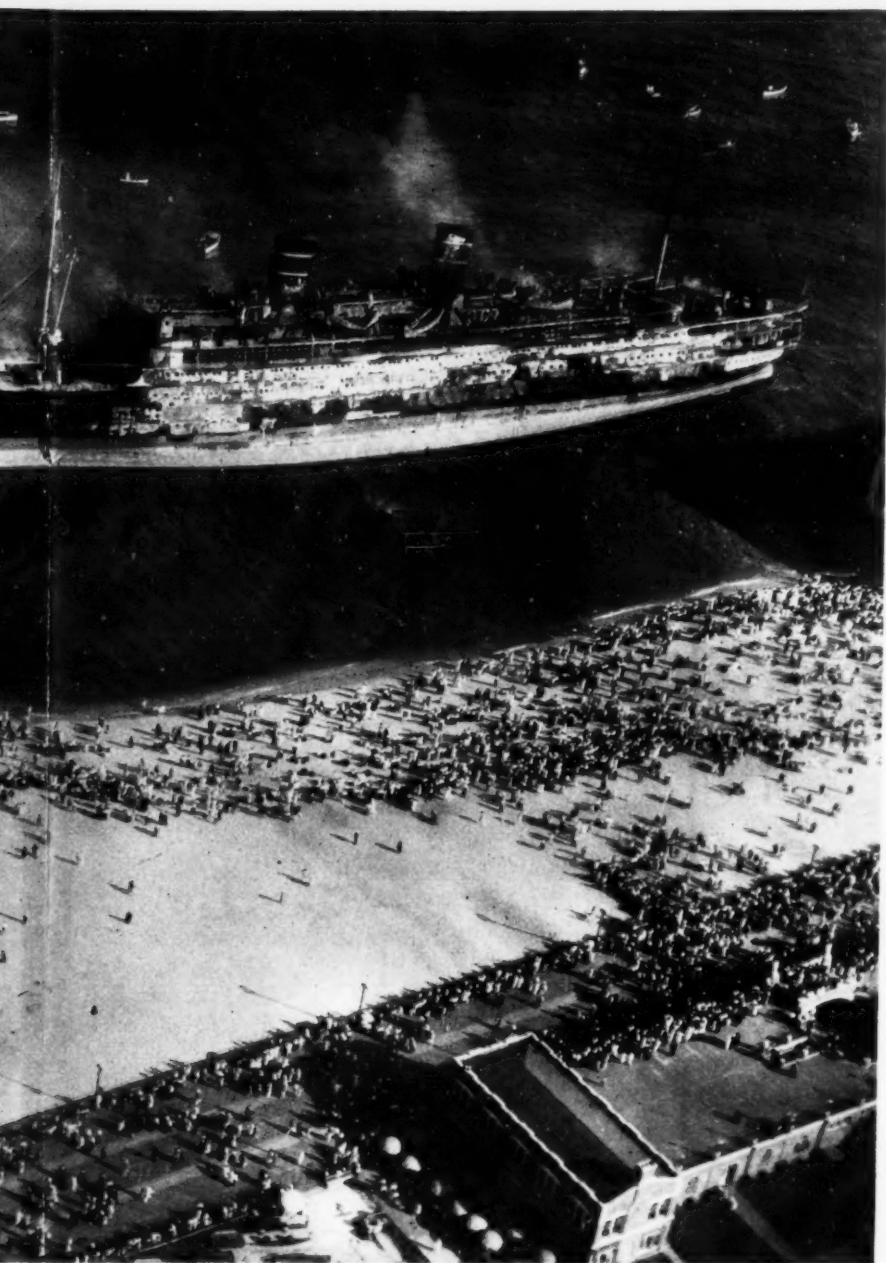
STANDING BY TO PICK UP SURVIVORS: THE LINER MONARCH OF BERMUDA (Left) and the Steamship Andrea S. Luckenback Doing All in Their Power to Help the Flaming Morro Castle, as Photographed From the Ford Tanker Chester.



IN COMMAND AT THE TIME OF THE DISASTER: CHIEF OFFICER WILLIAM Who Became Acting Captain of the Morro Castle Following the Death of Captain Robert a Heart Attack a Few Hours Before the Disaster.



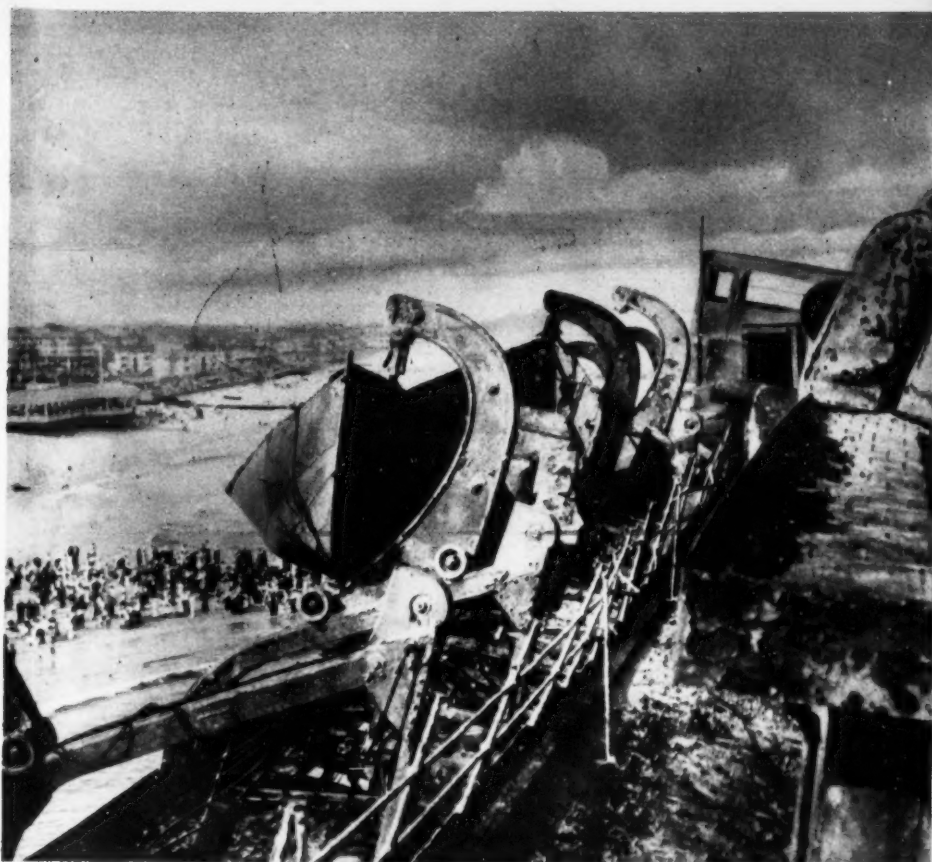
# THAN 100 DIE IN THE BURNING OFF THE NEW JERSEY COAST



WITH MORE THAN 100 PERSONS PERISHED: THE SMOKING HULK OF LINER MORRO CASTLE off the Asbury Park Convention Hall After Being Swept by Flames in Early Havana. The \$5,000,000 Ship, Built in 1930, Carried 318 Passengers and a Crew in the Water for Hours Before Being Rescued. (Times Wide World Photos.)



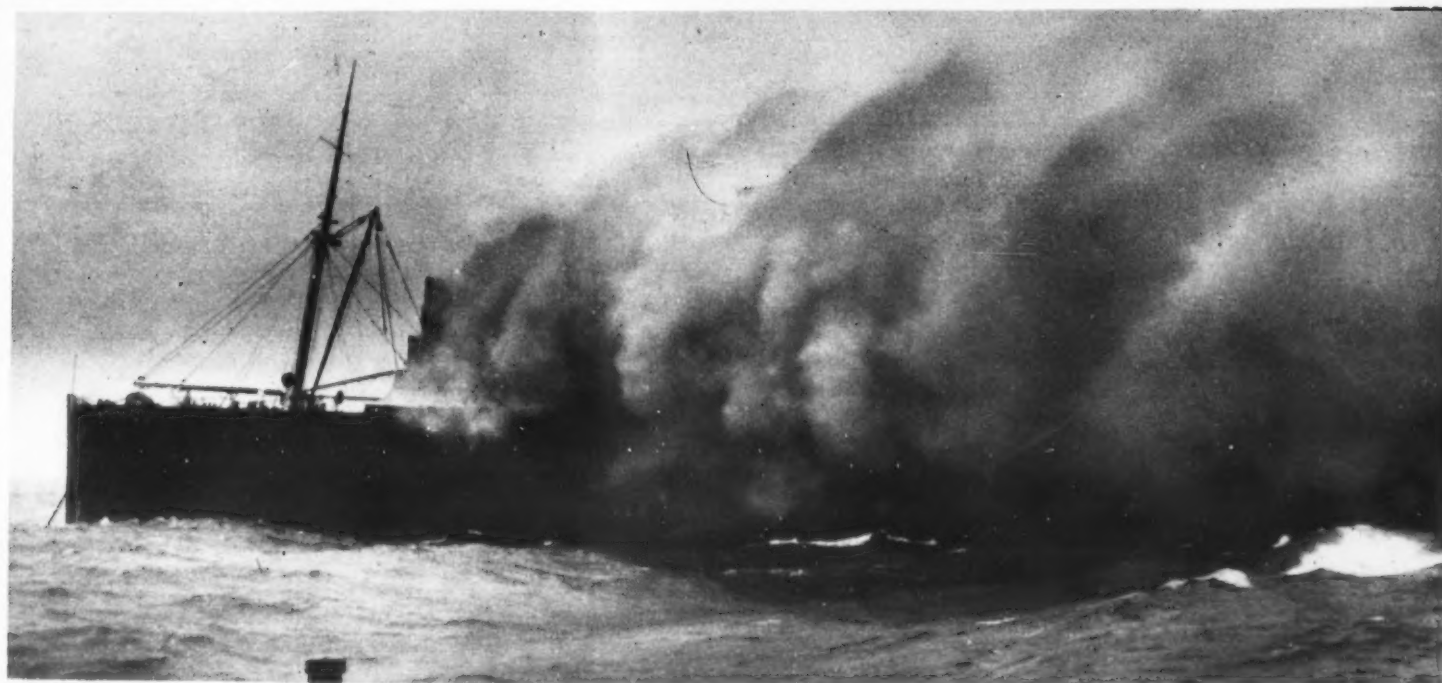
THE TIME OF THE DISASTER: CAPTAIN WILLIAM F. WARMS, Captain of the Morro Castle Fol- Robert R. Wilmott From Hours Before the Fire Started.



A FIRE-SCARRED LIFEBOAT STILL HANGING IN THE DAVITS: A VIEW FORWARD OVER THE BOAT DECK of the Morro Castle, Through Which the Flames Spread So Rapidly That Only a Few of the Lifeboats Could Be Launched.



THE MOBILIZATION OF RESOURCES TO CARE FOR THE SURVIVORS: A GROUP OF THE INJURED Being Treated in the Police Station at Spring Lake.



WITH A HIGH WIND FANNING THE FLAMES: THE MORRO CASTLE at Anchor With High Seas Adding to Difficulties of Rescue Work. Later an Attempt Was Made to Tow the Vessel to New York, but the Line Broke and She Went Ashore at Asbury Park.



# TWENTY YEARS AGO: THE ALLIED ADVANCE IN FRANCE



TREES FELLED BY THE GERMANS TO DELAY THE ALLIED ADVANCE: FRENCH SOLDIERS  
Following Up the Enemy Retreat From the Marne After Clearing the Highway of Trees Dropped Across It by the German Rear Guards.  
(Times Wide World Photos.)

## THE WORLD WAR TWENTY YEARS AGO

**SEPT. 9:** Germans started general retirement from their lines of the Marne battle. Maunoury's army advanced beyond the Ourcq and the British Expeditionary Force crossed the Marne. Foch's drive between von Buelow's and von Hausen's armies gained ground rapidly. Masurian Lakes battle under way in East Prussia.

**Sept. 10:** Germans continued retreat from the Marne. Rennenkampf's Russian army forced back in Masurian Lakes battle. Russians defeated Austrians in Galicia and forced them to retreat toward the San River. Serbians occupied Semlin.

**Sept. 11:** British reached the Aisne near Soissons. Foch entered Chalons. Germans captured

Insterburg, East Prussia. Russians closing in on Grodek, Silesia.

**Sept. 12:** General von Einem succeeded von Hausen. Germans evacuated Rheims and took up positions on the Aisne, with their Seventh Army transferred west to close gap. Germans regained Tilsit. Vistula-Dniester battle ended with Austrian rout. Serbians took Jarak in Syrmia.

**Sept. 13:** Battle of Aisne started. Allies occupied Rheims and Soissons. Heavy fighting begun north of Brussels. Germans checked on Niemen River but reached Russo-Prussian frontier at Eydtkuhnen. Japanese captured Kiao-chau railway station.

**Sept. 14:** General von Moltke invalided and succeeded by von Falkenhayn as acting chief of staff. French and British made gains in Aisne battle. Rennenkampf's army eluded von Hindenburg, but lost 45,000 as prisoners. Austrians driven across San River. Serb and Montenegrin forces at Vishegrad. Admiral von Spee's German fleet off Samoa.

**Sept. 15:** Germans drove French back in Aisne fighting. Soissons shelled and set on fire. Russians took Czernowitz, Bukovina. Serbians retreated from Drina River. German New Guinea conquered. Formation of new German army in Upper Silesia began.



SOLDIERS ALL BUT EXHAUSTED BY DAYS OF BATTLE PURSUING THE GERMANS TOWARD THE AISNE: FRENCH INFANTRY  
Following Up the Enemy, Whose Retreat Was Not Seriously Harassed by the Allies.  
(© Underwood & Underwood.)



# IN THE GERMAN WAKE FROM THE MARNE TO THE AISNE



THE BRITISH  
EXPEDITIONARY  
FORCE  
IN THE ADVANCE  
FROM THE MARNE  
TO THE AISNE:  
SIR JOHN  
FRENCH'S SOL-  
DIERS

Crossing a Pontoon  
Bridge in Following  
Up the Retreat of the  
Germans, Whose  
Front Was Established  
on the Line of the  
Aisne Within a Week  
of Their Failure in  
the Great Conflict to  
the Eastward of  
Paris.

(Photopress.)



VON  
MOLTKE'S  
SUCCESSOR  
IN THE  
GERMAN  
HIGH  
COMMAND:  
GENERAL  
VON FALKEN-  
HAYN,  
Who Became  
Acting Chief of  
Staff on Sept. 14.



AT PLAY IN THE  
RUINS OF THEIR  
VILLAGE:  
TWO FRENCH  
CHILDREN

Amid the Débris of the  
Village of Morin,  
Near Eperney, Through  
Which the Germans  
Passed in Their Retreat  
From the Marne to  
the Aisne.  
(© International.)

At Left—  
FOOD AND REST  
BEHIND THE BAT-  
TLE LINE:  
BRITISH SOLDIERS  
in a Temporary Camp  
Near the Western End  
of the Front in the Be-  
ginning of the Struggle  
Along the Aisne.  
(Underwood & Under-  
wood.)



# OUT OF ACTION: BATTLE SPOILS OF SEPTEMBER, 1914



A STREAM OF PRISONERS TO ATTEST TO THE FIRST BIG ALLIED SUCCESS IN THE WEST: A THOUSAND GERMAN SOLDIERS Captured by the British on the Way to a French Port to Be Shipped to England for Safekeeping. (L. N. A.)

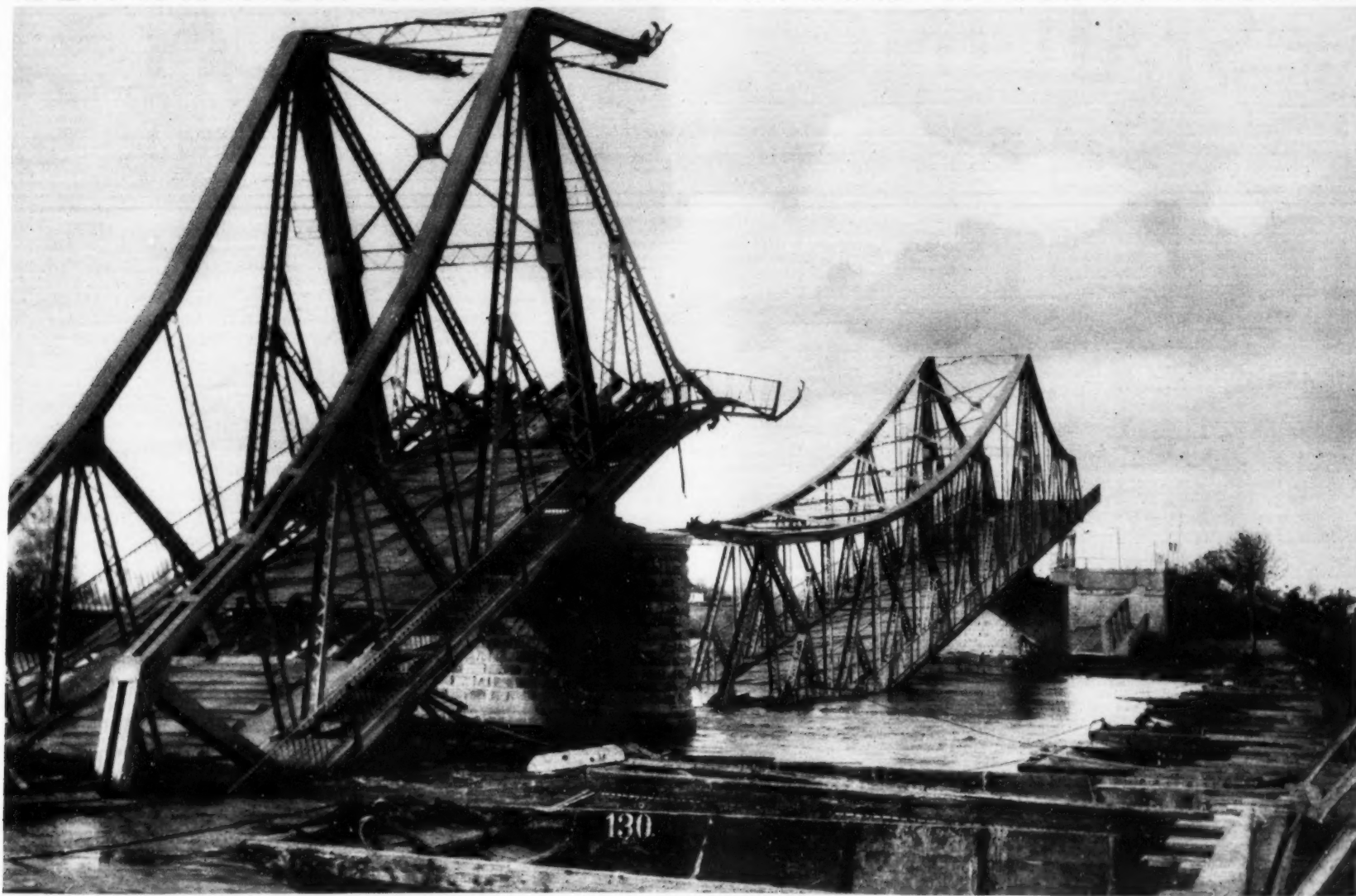


GUNS ABANDONED BY THE GERMANS IN DEFEAT: CAPTURED ARTILLERY Loaded on Railway Cars to Be Shipped to England as Trophies of the Allied Victory on the Marne. (Daily Mirror.)



WASTAGE OF WARFARE: A FRENCH COUNTRY CART Depositing Rifles, Shells and Other Débris Collected From the Battlefields Near Rheims at a Railway Station for Possible Salvage. (Times Wide World Photos.)

## DEVASTATION ON THE BELGIAN AND RUSSIAN FRONTS



DESTRUCTION TO IMPEDE THE ADVANCE OF THE RUSSIANS IN GALICIA: A BRIDGE OVER THE DNIESTER RIVER Blown Up by the Austro-Hungarian Forces in Their Retreat After They Were Routed in the Battle Ended Sept. 12. (Daily Mirror.)



KING ALBERT'S FORCES REOCCUPY A TOWN WRECKED BY WAR: BELGIAN SOLDIERS Marching Down What Was the Main Street of Termonde, Taken Sept. 9 in a Brief Offensive Launched by the Belgians With the Object of Forcing the Germans to Strengthen Their Lines in the District North of Brussels and Thus Easing the Burden on the French and British in the Marne Battle. (© Underwood & Underwood.)

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# ≡ SMILING THROUGH ≡

TWO little boys stood admiring a mechanical bird which filled a toy shop with sweet melody. "My word, I'd like to have that," exclaimed one.

"But the price is 10 guineas," the other replied.

"I know," said the first boy, "but look how much you'd save on bird seed!"—*London Bystander*.

"So he's teaching Vera swimming. What has she learned so far?"

"That he's 24, not engaged, works in a bank and his name is Cyril."—*Sheffield Telegraph*.

"Yes, dear," she said to her friend over tea. "My husband, I assure you, is the only man who has ever kissed me."

"Really, darling? Er—but tell me, are you bragging or complaining?"—*Des Moines Register*.

He was at the fountain-pen counter making a purchase. "You see," he said, "I am buying this for my wife."

"A surprise, eh?"

"I'll say so. She is expecting a Packard."—*Stray Stories*.

Teacher was giving a lesson on the weather idiosyncrasies of March. "What is it," she asked, "that comes in like a lion and goes out like a lamb?"

And little Julia in the back row replied: "Father."—*Humorist*.

Owner of Baby Car—"I want half a pint of petrol and a teaspoonful of oil, please."

Garage Hand—"And shall I cough into the tires, sir?"—*Humorist*.

Conductor—"Sorry, madam, but we have learned that the station where you intend to get off has been burned to the ground."

Lady—"That's all right; they'll probably have it rebuilt by the time this train gets there."—*Grit*.

"Aunt Sue, if you had your life to live over again, what would you do?"

"I'd get married before I had sense enough to decide to stay an old maid."—*Boston Transcript*.

Tramp—"Could you give a poor fellow a bite?"

Housewife—"I don't bite, myself, but I'll call the dog."—*Pearson's*.

"Gal," pleaded a colored suitor at the conclusion of an impassioned proposal, "ef yo' doan marry me Ah'll go crazy!"

"Humph!" sniffed the unmoved belle. "An' who's gwine fin' it out?"—*Montreal Star*.



THE OVERSTUFFED "HOT DOGS" OF THE TROPICS: THE SAUSAGE TREE OF JAVA,

From the Branches of Which Grow Many Smooth Heavy Vines, Bearing on Their Ends Long, Light-Green Cylinders 2 or 3 Inches in Diameter and From 6 to 14 Inches Long. This Food Resembles a Sausage Only in Appearance and Is More Like a Large Coarse Cucumber.

(Kaufman & Fabry.)

## Senator Soaper Says:

Political calculators have been on the qui vive to see how Maine goes, as this invariably indicates how Maine goes.

A Western typographical error makes Farley a "department chef." It was never learned where he sets the pie out to cool.

A piano only two feet high and a yard long has been manufactured. Now to keep it out of the canoes in the parks.

A Pennsylvanian proposes a third party for those preferring the middle of the road. As it is, truck drivers have no political solidarity.

It's tough about Schoolboy Rowe. Detroit must now put up with a pitcher who's no better than Grove or Johnson in his prime.

A large payment on its debt to Britain has just been made by Argentina. It's funny but this doesn't remind John Bull of a thing.

By increasing their vibrations, Hiram Maxim makes noises inaudible. A crooner with the palsy sounds ideal.

"A Sleeping Clergyman" is the title of a play announced for production in the East. We have known some who talked in our sleep.

A new society in England aims to provide a tie between father and son. Two would look better, if both aspire to be well dressed.

An American Liberty League sounds big, but the Ward 16 Pastime and Chowder Club delivers votes.

There are two standard commercial methods of dealing with a soiled felt hat: clean the hat or rub the same until soiled evenly.

Few of our modern songs will live, says Leopold Stokowski. It sounds like foolhardy optimism. Yet statistics bear this out.

The French visitor who was to make us snail-conscious has departed. When he brought the subject up, every one thought it had something to do with debt delay.

The quarrel between Huey and the opposition may be taken to the air. Over a short and ugly wave length, is our thought.

What was found out about the African tribe, encountered by Martin Johnson, who thought themselves the only human beings on earth? Were they right?

Fingerprinting of children for the government archives is urged, but you can't very well take an apartment wall down to Washington.

A group of composers has opened a campaign against double meanings in lyrics, which flatters the ordinary song hit by two meanings.

## Odds and Eddies

Money won't buy you either a face or a brain but it makes the lack of both reasonably painless.—*Wisconsin Journal*.

Campaign money is reported to be so generally shy this year that many of the candidates have nothing to split except their infinitives.—*Boston Herald*.

### ON OUR WAY.

I've listened to a lot of talk,  
Heard some say this and some say that,  
And all I've learned from list'n-ing is  
Nobody knows where we are at.  
—*Cincinnati Enquirer*.

There are no more temptations now than there were in the old days, but they dress a lot prettier now.—*Los Angeles Times*.

Things are improving. There's more starch in the upper lips as well as the shirt fronts.—*Atlanta Constitution*.

### NUDIST TENDENCIES.

It is quite harrowing to hear  
That fashion may disclose the ear,  
And that a woman's neck (the nape)  
May meet the public's curious gape;  
It really is distressing news  
That fashion's autocrats should choose  
Our sensibilities to mock  
By giving us this double shock.  
—*Kansas City Star*.

Starting an automobile with the crank is never so easy, it appears, as when the machine has inadvertently been left in gear.—*Boston Globe*.

The reason some men are hen-pecked is because they got their chickens too young.—*Florida Times-Union*.

### CHERCHEZ LA FEMME.

The gunman always meets the fate  
That ends all dizzy whirls,  
Because a "dick" has made a date  
With one of his best girls.  
The world pursues the ancient way  
That frets the human race,  
And constantly puts on display  
"The lady in the case."  
—*Washington Star*.

A doctor isn't like a philanthropist. When a philanthropist gives free service, he knows it at the time.—*Birmingham News*.

If you think amassing a fortune depends on luck, you're broke; if you think it is the result of ability, you're rich.—*Mobile Register*.

## CLOTHES FOR MATRONS AND MAIDS

By WINIFRED SPEAR.

**S**HOPS often tell us that there is no difference in the clothes designed for young girls and those designed for matrons. This is probably true but there surely is a difference in their selection.

The very young girl looks chic in almost any well-made dress that has a gay air, but the matron has a dignified smartness, which is youthful and at the same time accentuates her charm.

The two black crêpe dresses pictured here are splendid examples of this difference in clothes. There is also a marked contrast illustrated in the sable-trimmed ensemble and the black wool suit.



### A BLACK CREPE DRESS

With a Double Ruffle of White and Black Grosgrain Ribbon Trimming the Neck and Sleeves. Dress and Hat From Saks Fifth Avenue.

At Right—

### A SABLE SCARF COLLAR AND MUFF

Trim the Long Burgundy Red Wool Coat of This Smart Ensemble. The Dress Underneath Is a Purplish Blue Crêpe. From Bergdorf-Goodman.

## New Fashions



THIS YOUNG LOOKING SUIT OF BLACK WOOL Is Made With a Thigh-Length, Back-Flare Jacket and High Back Persian Collar. Long Blouse of Lattice-Patterned Green and Black Silk Crêpe. From Jay Thorpe.  
(New York Times Studios.)

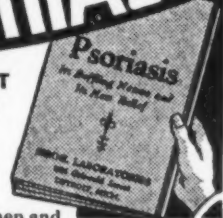


DIGNITY AND CHARM ARE COMBINED IN THIS CHIC BLACK CREPE DRESS With the Flattering Draped Collar of Ivory-Colored Silk Faille, Held With a Jeweled Crystal Pin. From Rose Amado.  
(New York Times Studios.)

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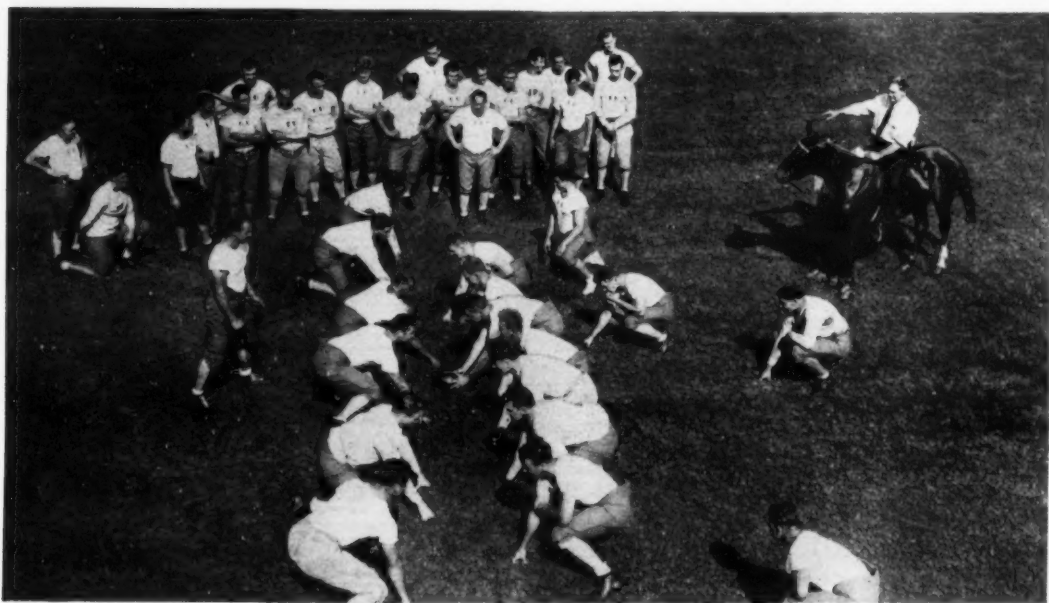
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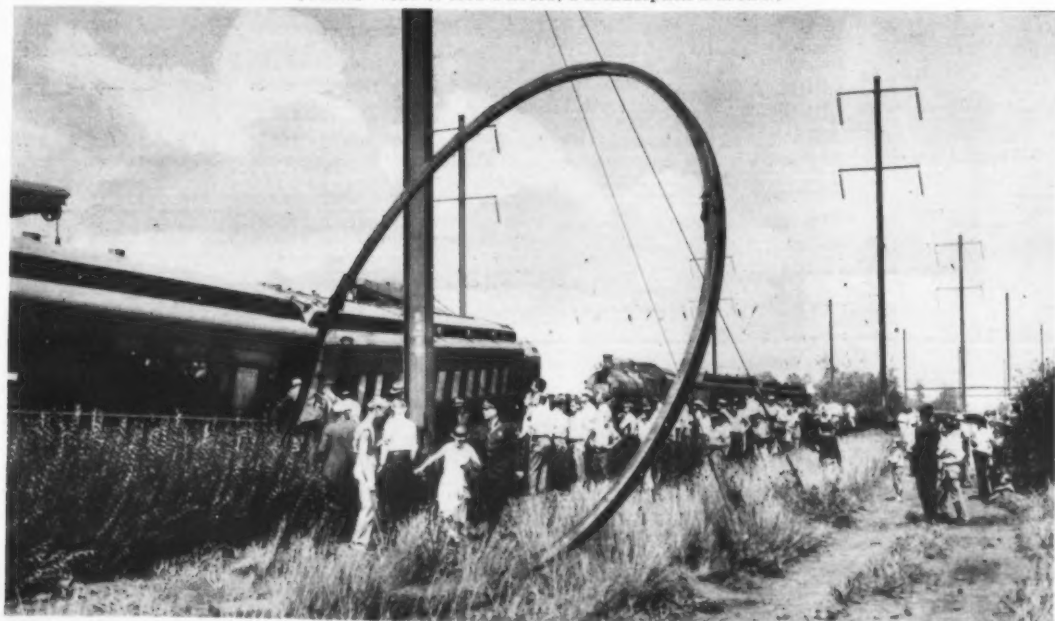
NEW YORK'S STATION FOR AERIAL COMMUTERS IS OPENED OFFICIALLY: A VIEW OF THE WALL STREET SKYPORT as a Seaplane Arrived Carrying Bernard S. Deutsch, President of the Board of Aldermen, to Preside Over the Dedication Ceremonies. (Times Wide World Photos.)



"POP" WARNER RIDES HERD ON HIS GRIDIRON SQUAD: THE FAMOUS FOOTBALL COACH Directing Practice at Temple University, Philadelphia, While Mounted on a Horse. He Says This Position Enables Him to Spot Errors in Play More Easily. (Times Wide World Photos, Philadelphia Bureau.)



"OLD TICKLE TOES" AMUSES HIS PUBLIC: THE COMEDIAN BEAR of the Woodland Park Zoo, in Seattle, Performing His Favorite Stunt of Tickling His Toes Against the Bars of His Cage, Which Never Fails to Delight the Children. (Times Wide World Photos, Seattle Bureau.)



At Left— A FREAK OF A RAILWAY ACCIDENT: A STEEL RAIL Twisted Into the Semblance of a Gigantic Hoop in the Derailment of a Washington-New York Express on the Pennsylvania Line Near Bristol, Pa. (Times Wide World Photos, Philadelphia Bureau.)



# THE MOVIE OF THE WEEK: "THE BARRETTS OF WIMPOLE STREET"

(No. 1.) THE INVALID POETESS, ELIZABETH BARRETT, (NORMA SHEARER), Entertains Her Two Sisters and Six Brothers by Singing Her Famous Sonnets to Them in a Scene From the Screen Version of the Stage Success, "The Barretts of Wimpole Street."



(No. 2.) EDWARD MOULTON-BARRETT, (CHARLES LAUGHTON), the Father of the Talented Family Whose Affection for Elizabeth and Desire to Keep Her Indebted to His Protection Inspires Him to Discourage Her Struggle Against Invalidism, Objects Violently to Her Interest in the Celebrated Poet, Robert Browning, Who Has Started a Secret Correspondence With Her After Reading a Book of Her Poetry.



(No. 4.) FEARING THE LOSS OF HIS INFLUENCE ON ELIZABETH, The Elder Barrett Petulantly Expresses His Ill-Temper Over a Drink of Porter Which Her Sister Henrietta (Maureen O'Sullivan) Has Brought Her. His Tyrannical Manner Estranges Her Still Further and She Resolves to Consider Her Own Happiness in the Future



(No. 3.) ROBERT BROWNING (FREDERIC MARCH) Visits Elizabeth and the Friendship Which Has Grown in Correspondence Develops Into Love Through the Stimulus of Their Mutual Interest in Poetry.



(No. 5.) QUIETLY AND WITHOUT CEREMONY the Poet and Poetess Are Married in an Old London Church to Which Robert Browning Has Brought Elizabeth After Spiriting Her Away From Home.





JEAN ARTHUR AND VAN HEFLIN  
as They Appear in "The Bride of Torozko" at Henry Miller's Theatre.  
(Vandamm.)

## STAGE ATTRACTIONS OF THE NEW SEASON ON BROADWAY



VIRGINIA MILNE  
in the Play, "Tight Britches," at the  
Avon Theatre.  
(DeBarron.)



LEONA MARICLE  
in the British Play, "First  
Episode," Coming to the Ritz  
Theatre Next Week.  
(White.)

At Right—

MARY SARGENT  
as She Appears in the Comedy,  
"No More Ladies," at the  
Morosco Theatre.  
(White.)



AT THE FIRST REHEARSAL OF "A SHIP COMES IN,"  
a New Production Coming to Broadway. Left to Right, Are Richard  
Herndon, Producer; Jacob Ben Ami, Star; Joseph Anthony, Play-  
wright; Augustin Duncan, Director, and John C. Mayer, Co-Producer.  
(Oliver M. Saylor.)

LAURENCE RIVERS, INC., presents

## Tight Britches

A new play by John Taintor Foote & Hubert Hayes

AVON THEATRE, West 45th St. CHI. 4-7860. Evs., 8:40, 75c to \$2.50.  
MATINEES THURSDAYS AND SATURDAYS, 2:30, 75c to \$2.00

HENRY MILLER'S Theatre, 124 W. 43d St. Evs., 8:40. Mat. Thurs. & Sat., 2:30

OPENING THURSDAY EVENING, SEPT. 13  
GILBERT MILLER & HERMAN SHUMLIN present

## The Bride of Torozko

with SAM JAFFE and JEAN ARTHUR



MARTIN BECK THEATRE 45th Street,  
W. of 8th Ave.

The D'OYLY CARTE OPERA COMPANY from LONDON  
in GILBERT & SULLIVAN OPERAS

WEEK SEPT. 10 (Mon. to Wed.), "Iolanthe," Thurs. to Sat., "Trial  
by Jury," followed by "H. M. S. Pinafore," WEEK SEPT. 17 (Mon.  
to Wed.), "The Mikado," Thurs. to Sat., "Yeoman of the Guard,"  
WEEK SEPT. 24 (Mon. to Wed.), "Ruddigore," Thurs. to Sat.,  
"Princess Ida."

PRICES: Wed. Mat. 83c to \$2.20. Sat. Mat. \$1.10 to \$2.75.  
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By Howard  
Lindsay  
Adapted from  
Edward Hope's  
novel

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46th STREET THEATRE, W. of 50c to \$2.50 Mats. Wed. & Sat., 2:40 50c to \$2

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Pilsener Urquell  
Czechoslovakia  
Finest Assortment of Rhine,  
Moselle, Hungarian and  
Bordeaux Wines



THE OPENING DEMONSTRATION OF THE NAZI DRIVE FOR THE WINNING OF THE SAAR DISTRICT: A PART OF THE CROWD OF 400,000 Which Gathered at the Old Fortress of Ehrenbreitstein, Once the Headquarters of the American Army of Occupation at Coblenz, as Chancellor Adolf Hitler Started Intensive Campaigning in Preparation for the January Plebiscite.



THE SECRETARY OF WAR AT THE FOUR-NATION CELEBRATION: GEORGE H. DERN Passing the Colors at the Ceremonies Dedicating the Restored Old Fort Niagara. (Times Wide World Photos.)



AN ORIENTAL STUDENT OF AVIATION: MISS JOAN WOUNG of Canton, China, Arrives in New York From Europe on a World Tour to Obtain Information About the Latest Aeronautical Developments. She Is an Expert Pilot. (Times Wide World Photos.)

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# WORKERS' UNREST IN THE TEXTILE STRIKE



**FIXED BAYONETS AND  
TEAR GAS IN THE STRIKE  
AREA:**

**NATIONAL GUARDSMEN**  
Driving Back a Militant  
Group of Strikers at the  
Woodside Mills in Greenville,  
S. C., as the Forces of the  
State Were Called Out to  
Maintain Order in the Bitter  
Labor Struggle Which Has  
Taken Many Lives and  
Resulted in the Injury of  
Hundreds.

(Times Wide World Photos.)

**THE COTTON TEXTILE STRIKE MEDIATION BOARD:**

**MISS FRANCES PERKINS,**  
Secretary of Labor, With the Members of the Board Appointed by  
President Roosevelt to Bring About an End to the Strike. From Left to  
Right Are Marion Smith, Governor John G. Winant of New Hampshire,  
Chairman; Raymond Ingersoll and Secretary Perkins.  
(Times Wide World Photos, Washington Bureau.)

**5th WEEK—STRAND** B'WAY & 47th —25c to 1 p. m.



The show that made "Eyes for You" the hit it is!

**RUBY KEELER—DICK POWELL—JOAN BLONDELL**

**RADIO CITY MUSIC HALL**

**SHOWPLACE OF THE NATION  
ROCKEFELLER CENTER**

Held Over for 2nd Week, Beginning Thursday, Sept. 13th

**GRACE MOORE**  
in "ONE NIGHT OF LOVE"  
with Tullio Carminati  
First Mezzanine seats may be reserved in advance—Phone COLUMBUS 5-6536

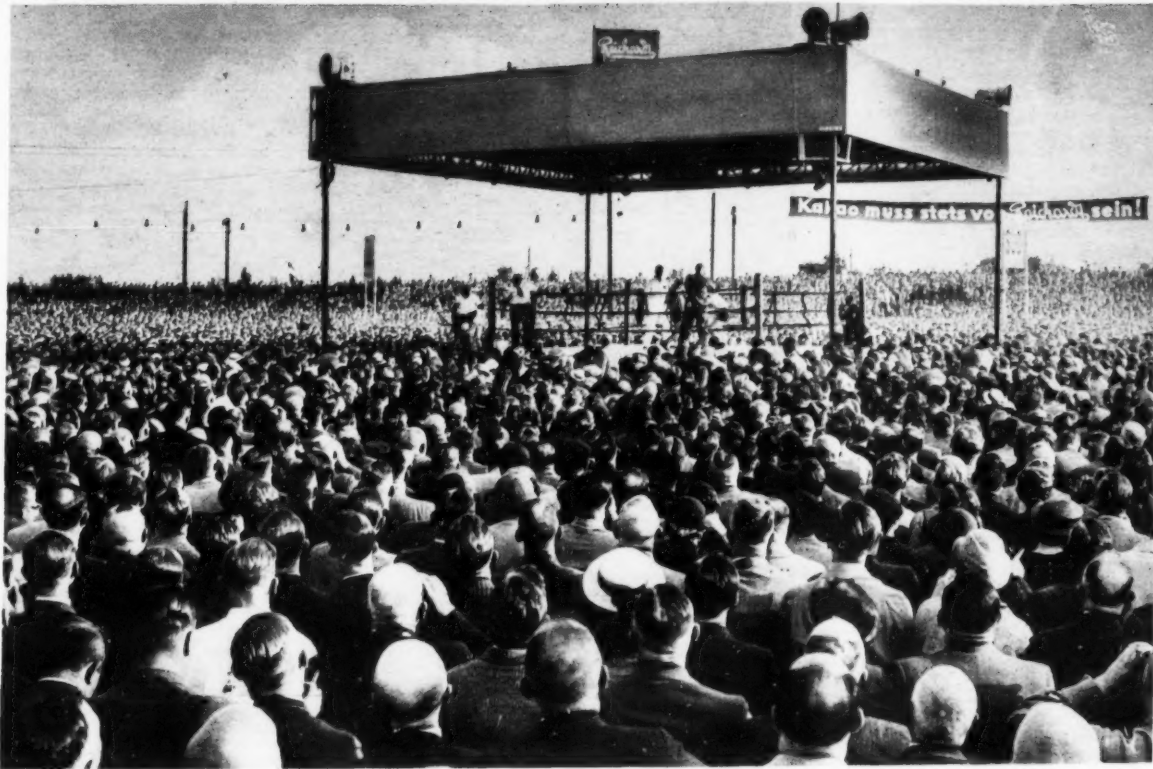
**ON THE STAGE.....** Characteristic  
Music Hall Revue, "SPOT-LIGHT,"  
with a complete Music Hall Cast



**A "STATE OF INSURRECTION" DECLARED IN SOUTH CAROLINA: GUARDSMEN**

Called Out by Governor Ibra C. Blackwood, Holding Back Striking  
Textile Workers at a Mill at Greenville, One of the Most Active Areas  
in the Strike.  
(Times Wide World Photos.)





100,000 GATHER TO WATCH THE BLACK UHLAN OF THE RHINE BEGIN HIS CAMPAIGN TO REGAIN THE WORLD'S HEAVYWEIGHT TITLE: A VIEW OF THE CROWD

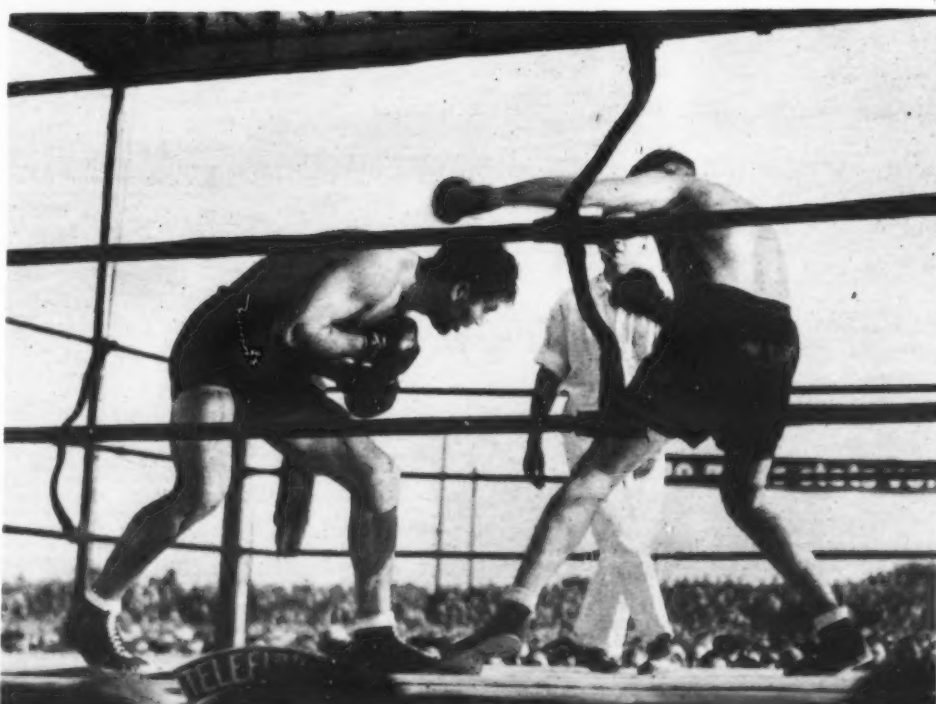
at Hamburg, Germany, for the Bout in Which Max Schmeling Scored a Technical Knockout Over Walter Neusel, Who Failed to Answer the Bell for the Ninth Round. (Times Wide World Photos, Berlin Bureau.)



CHEERS FOR THE VICTOR: MAX SCHMELING

Carried on the Shoulders of Friends After the Bout Which Gave Him the Heavyweight Championship of Germany.

At Right—THE FORMER CHAMPION ELUDES THE ATTACK: MAX SCHMELING Ducking a Left by Neusel, Who Tossed Caution to the Winds and Waded in With Wild Swings.



#### RULES FOR THE MID-WEEK PICTORIAL AMATEUR PHOTOGRAPHIC COMPETITION.

Prize-winning pictures in the Amateur Photographic Competition are published in the last issue of each month. MID-WEEK PICTORIAL awards a first prize of \$15 for the best amateur photograph, \$10 for the second best photograph and \$3 for each of the other photographs accepted.

Amateur photographs must be submitted by the actual photographer. They must carry return postage and should be addressed to the Amateur Photograph Editor, MID-WEEK PICTORIAL, 229 West Forty-third Street, New York, N. Y.

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More New York City women buying evening dresses are reached in their homes per advertising dollar by The New York Times than by any other newspaper, according to the Consumer Census made by R. L. Polk & Co.

This is one of many accurate, reliable guides to more effective advertising in New York revealed by the Polk Census. All point to this fact: The New York Times should be the foundation-stone of almost any advertising campaign in New York.

#### The New York Times

Net Paid Sale 6 Months Ended March 31 Averaged

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743,092 Sundays.



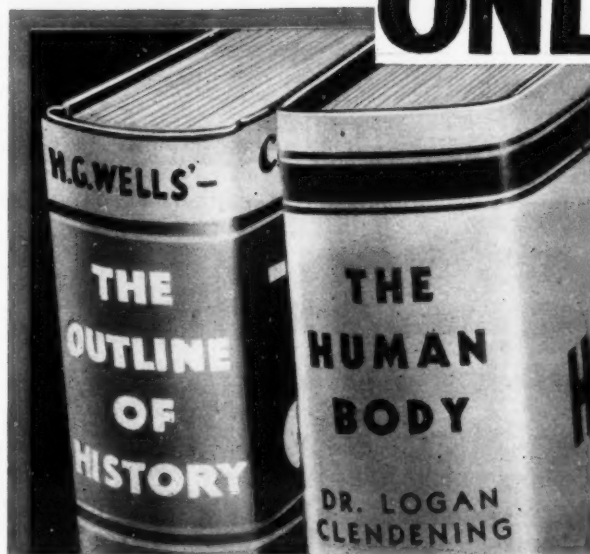
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